Action Programme on the Development of the SCANDRIA Corridor

2030 vision and action proposals
Introduction

The process of European integration opened up new possibilities for exchanging goods, ideas and linking people of all the regions between Scandinavia and the Adriatic Sea. The corridor along the East-West divide links fourteen European capitals and metropolitan regions.

In this context, cooperation and connectivity means to overcome national borders, natural barriers as the Baltic Sea and the Alps as well as enhancing networking of stakeholders across borders and at various levels.

To seize these opportunities, Swedish, Danish and German politicians signed the INCO-CHARIT charter in 2007. Two years later, the East German federal states signed the Berlin Declaration to deepen cooperation within two European corridor projects: the South-North Axis (SoNoR) in Central Europe and the Scandinavian-Adriatic Corridor for Innovation and Growth (Scandria) in the Baltic Sea Region.

Focusing the area between Oslo, Stockholm, Copenhagen and Berlin, the Scandria project represents a cooperation of 19 partners and 16 associated partners from business, national, regional and local administration as well as research institutions. During three years, these partners fostered green and innovative development between Scandinavia and Eastern Germany.

They elaborated strategic outcomes like the Investment Strategy, the Logistic Development Strategy and the Green Corridor Strategy.

The Scandria Action Program is the main result of the cooperation. It defines a vision of the Scandria corridor in the year 2030 and suggests actions to make this vision become reality.

To encourage the realisation of the action proposals and involve further stakeholders, the partners established an open cooperation platform, the Scandria Alliance.

By increasing the innovative power of the corridor regions, strengthening its competitiveness and sustainability, Scandria contributes to Europe’s Growth Strategy EU 2020 and to the Commission’s Roadmap to a Single European Transport Area, as well as to the EU Strategy for the Baltic Sea Region.
Vision for the Scandinavian-Adriatic Corridor in the year 2030

Smart, Green and Inclusive Innovation and Growth

- In 2030 the cohesion process of the enlarged European Union got further advanced. The Scandria Corridor is going to be one of the European economic development axes. The exchange of information, people and goods will be as intensive as never before, the corridor will be a driver for future oriented growth. As backbone for regional development, metropolises and maritime gateways will create added value by innovation. The Scandria corridor regions are going to be among the global leaders in renewable energy technologies and green mobility solutions. Business enablers will cooperate closely across borders.

Modern, Competitive and Sustainable Transport System

- An interlinked innovation environment is impossible without a functional transportation infrastructure. In 2030, co-modality will allow for sustainable transport in a green transport corridor. Metropolitan regions like Oslo, Stockholm, Gothenburg, Malmo, Copenhagen or Berlin will provide access to European and global markets. Maritime regions like Medeburg-Western Pomerania, Scania, Halland and Zealand will provide highly efficient maritime links.

- Intermodal transport, especially rail and maritime transport, will have gained substantial market share. New logistics chains and products will have emerged. Freight flows will be further consolidated at strategic intermodal nodes. Innovative transhipment technologies as well as fully equipped intermodal nodes that are accessible for public will make intermodal solutions fully competitive in door-to-door and just-in-time delivery of goods.

- High speed rail connections between Berlin, Copenhagen, Gothenburg, Oslo and Stockholm are going to provide fast, border-crossing links. High technical standards and sound management will foster international rail freight transport.

- Short sea shipping will become more sustainable and efficient and the ferry ports in the corridor will be optimally integrated into the network of rail, road and inland waterways.

- In 2030 road transport might still be dominating but will become much more sustainable by advancing transport technologies like alternative fuels, propelling technologies or e-mobility. Intelligent transport systems will reduce congestion and negative environmental impacts.

A Corridor of Cooperation

- Until 2030 a Scandria Alliance will be established as an open, multilevel governance platform. Initiated by the Scandria project regions, it will involve stakeholders from EU, national, regional and local level; from politics, administration, industry and science. The Scandria Alliance will function as an integrator of territorial cooperation in the EU, tying together the transnational cooperation areas as well as cross-border regions.
A Corridor of Competitive and Sustainable Transport

The Scandria project findings point at the need to further improve the competitiveness and sustainability of the transport system in the corridor. The quality of passenger and freight rail transport needs to be enhanced and co-modality and green transport solutions have to be advanced.

Scandria Railway Corridor

By its Transport White Paper 2050, the European Commission calls for the revitalization of railway transport based on renewable energy, extending the high-speed-network, improving frame conditions for railway transport and reducing obstacles of border crossing rail transport.

The Scandria project results show that integration of rail transport systems is absolutely necessary. Recently, the time for traveling between the major metropolises in the corridor are far from being competitive. Although modernised and capable, the rail network has some bottlenecks that affect efficiency of rail transport. The planned Fehmarn Belt Fixed Link means a major opportunity for the Scandria corridor, if it is adequately connected to Eastern Germany and Berlin providing sufficient technical standards for rail freight and passenger transport.

The partners will therefore campaign for improved hinterland connections to and from the Baltic Sea ports in the Scandria Corridor like Rostock, Gedser, Sassnitz, Trelleborg or Halmstad as well as to and from the Fehmarn Belt Fixed Link, and to reduce travelling time from Berlin to Copenhagen to 3 ½ hours in the medium/long term by upgrading Schwerin-Lübeck and Lübeck-Puttgarden.

The partners will agitate furthermore for relieving the Bresund Fixed Link as bottleneck by additional investments in Copenhagen area in the short term and a new fixed rail link Helsingør-Helsingborg in medium and long term as well as for realizing necessary infrastructure upgrades at the West Coast Railway and the Norwegian-Swedish borderline to speed up rail traffic between Oslo, Gothenburg and Malmö in the medium and long term.

The Scandria partners ask to harmonize standards in transnational rail passenger and freight transport like for signalling and safety systems along the main long distance passenger rail routes and major rail freight routes in the Scandria corridor. They furthermore engage in timetable and tariff integration for transnational passenger rail services following best practice provided by the Bresund-Train or the Easyway-Ticket Rostock-Nykøbing/Falster. If optimized, great potentials are seen in rail-ferry interfaces as well.

Action proposals

Within the Scandria Alliance the Scandria partnership seeks to establish a platform for dialogue with the responsible Ministries of Transport. The partners intend to actively involve into the planning process of the Fehmarn Belt tunnel. The round table approach for rail-ferry coordination initiated by the Berlin Senate Department for Urban Development and Environment within Scandria shall be continued.

Scandria Intermodal Corridor

The Scandria corridor constitutes the shortest link between the Baltic and the Adriatic Sea. Good infrastructure quality providing sufficient capacities for intermodal transport means a competitive advantage over congested Western routes that have to pass a number of bottlenecks like Hamburg.

Despite these advantages, the Scandria corridor is much less frequented than its Western alternatives. Main weaknesses to be overcome are deficiencies in logistics service quality and insufficient awareness of Scandria logistics corridor potentials.

The Scandria project therefore put an explicit focus to the development of logistics services and their marketing. Multimodal train concepts got developed. The train shuttle services are to be realized with the support of the Marco Polo programme; a new service between Rostock and Vienna is a promising step. Supported by Scandria, two new Motorways of the Sea links Rostock-Gedser and Rostock-Trelleborg have been set-up. Scandria lines will set two new ferries into operation at Rostock-Gedser.

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The Scandria partners promote the corridor’s logistic potentials to business stakeholders via the Scandria logistics portal www.scandria.eu.

They organized events like the International Branch Conferences Logistics in Rostock 2010 and 2012 or presented new logistics solutions developed by the Scandria project partners e.g. during the Transport Logistics 2011 in Munich or the Green Corridor Demo Day 2011 in Gothenburg.

The Scandria partners are aware of the cooperation to be intensified in the future to advance the vision of an intermodal Scandria corridor. In their Logistics Business Development Strategy, the Scandria partners suggested six strategic actions.
Scandria Intermodal Corridor

Action proposals

- **It is suggested to establish a Scandria Logistics Network (SLN)** as part of the Scandria Alliance. The SLN can be designed as an open network coordinated by an existing logistics network. The SLN shall strengthen the logistics business community in the corridor with thematic conferences, exhibitions and other forms of networking, form ad-hoc sub-groups dealing with subjects of common interest, promote Scandria logistics potentials at regional and international level and operate with the Scandria Logistics Portal www.scandria.eu.

- To promote intermodal transport, **the partners seek to set-up a network of Logistics Service Terminals** in seaports and other suitable locations. The network shall include logistics service providers, port authorities, multimodal transport operators or regional development agencies. It is suggested to develop a Marco Polo II project for the collaboration of logistics services terminals and to compile a market potentials study.

- **It is suggested, that initiated by a ferry operator, major logistics service providers, ferry lines, port operators develop market ready "green logistics services".** Therein it is envisaged to determine and publish "environmental footprints" of particular transport services in the corridor and to devise a "green" marketing campaign.

- Logistics experts, combined transport and terminal operators are going to jointly **develop unit trains in the Scandria Corridor**. The partners will identify and involve market players, further analyse intermodal potential, involve potential shippers and communicate service concepts to market players.

- Universities and institutes engaged in logistics might **establish a "Scandria Logistics Research Forum"** in the framework of the Scandria Logistics Network as a platform for better cooperation and coordination in logistics research.

- It is suggested, that professional training institutes as well as logistic competence centres help to increase logistics competence and availability of well-trained logistics workers by **designing a modular programme in multi-modal transport**, short-sea shipping and green transport services in the Scandria corridor.

Further Reading

- Scandria Logistics Business Development Strategy
- Summary of Scandria block train developments
- Brochure "Modern Logistic Solutions: Scandinavia, Central Europe and the Adriatic Sea"
- Fact Sheet „Intermodal Nodes“

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Scandria Green Transport Corridor

- **A major objective for Scandria is to become a green transport corridor**, contributing thereby to the goals set in the EU 2020 Strategy and the EU Transport White Paper.

Therefore, the Scandria partners, coordinated by Roskilde University, elaborated a Scandria Green Corridor Strategy. Guiding principle for the Scandria Green Transport Corridor is the greening in transport in terms of less GHG, SOx and NOx-emissions per transported goods unit. This means strengthening railway transport and short sea shipping as most sustainable transport modes (Corridor of Connections), reducing resource consumption by technological innovation (Corridor of Innovation) and improving co-modality by consolidation of goods flows (Corridor of Terminals).

Action proposals

- **A major step to be taken by the Scandria partnership with this regard is the implementation of a green corridor governance platform within the Scandria Alliance.** This will include the initiative for setting up new, sustainable transport chains within the corridor and a continuous campaign to attract international cargo flows to the corridor. It will be crucial to involve business stakeholders. Intermodal terminals will also play an important role in that regard.

For that reason, the Joint Spatial Planning Department Berlin-Brandenburg investigates the opportunities of innovative transport technologies in the corridor. Further cooperation with Swedish and Italian partners about green corridor development is in preparation.

- **Scandria will facilitate the establishment of a Scandria biogas corridor**, equipped with infrastructure for the provision of liquefied biogas for vehicles. In the short-term natural gas will be a suitable transition technology, which can substitute biogas. Scandria will bring together companies, authorities and knowledge institutions to propose common standards and strategic recommendations, while sharing valuable knowledge on biogas resources and implementation in the transport sector. Close cooperation is envisaged with heavy goods vehicle manufacturers like Volvo, Daimler, MAN, Scania and major biofuel providers like E-On (Biogassyd) or Linde.

- Scandria will intensify the networking of e-mobility initiatives that recently emerged in Oslo, Copenhagen, Berlin, Mecklenburg-Western Pomerania and other regions. It was agreed to organise a best practice exchange. The cooperating regions wish to gain on the lessons learnt and thereby take positive impulses for own development and to avoid negative experience already made.

Further Reading

- Scandria Green Corridor Strategy
- Documentation of the Scandria e-mobility and biogas workshops
- Report Alternative Fuels in Heavy Goods Vehicle Transport
The complexity of tasks requires an intensive stakeholder dialogue across regions and states, different levels and various disciplines. Therefore the Scandria partners envisage the establishment of an open, multilevel governance platform that takes care of coordinating, implementing and further qualifying the Scandria Action Program and involving stakeholders from European, national, regional and local level, from business, science and politics.

This Scandria Alliance would basically consist of:

- a policy platform, the Scandria Policy Forum
- a coordinative body at working level, the Scandria Alliance Coordination Board
- Scandria Alliance work groups at expert level addressing relevant thematic issues

The Scandria Policy Forum shall be an annual political event with flexible thematic focus, providing a platform for political representatives from regional, national, EU and industrial level. The first Scandria Policy Forum is planned for autumn 2013.

The Scandria Alliance Coordination Board is going to be responsible for coordinating the Scandria Alliance, the communication especially via a Web Portal and a newsletter, the initiation of thematic projects as well as for developing the organisational and financial framework for the Scandria Alliance. One of the main tasks is to organise the annual Scandria Policy Forum.

When required, the Scandria Alliance work groups prepare and realize joint thematic actions. They shall be organised along a number of relevant thematic issues like:

- Governance (e.g. European / National transport policies)
- Logistics (e.g. unit-trains, innovative transhipment technologies)
- Railways (e.g. freight and passenger rail infrastructure projects, interoperability)
- Green Corridor (e.g. alternative fuels and propulsion technologies like biogas or e-mobility)
- Economic cooperation (e.g. cluster cooperation)

All project results are available on www.scandriaproject.eu