

Editorial

A special focus in the third Scandria Newsletter is devoted to the transport logistic 2011, held 10-13 May 2011 in Munich, where the Scandinavian-Adriatic Corridor for Innovation and Growth was presented to visitors from logistics and industry.

At the world's largest trade fair for logistics, mobility, IT and supply chain management with over 51.000 trade visitors from 134 countries, new partners have been found to implement logistic solutions between the Baltic and the Adriatic Sea, and to organize transport more efficiently and less harmful for the environment.

Whether innovative train concepts, better cooperation between Baltic and Adriatic ports, joint efforts to build green transport corridors or further investments in major logistic hubs along the corridor: The net result for the Scandinavian-Adriatic Corridor was a completely positive one and the transport logistic Munich was deemed a big step forward.

Sven Friedrich/Project Management

Contact

Lead Partner
Joint Spatial Planning Department Berlin-Brandenburg
Dr. Ulrike Assig
scandriaproject@gl.berlin-brandenburg.de

Project Management
Infrastruktur und Umwelt
Sven Friedrich
sven.friedrich@iu-info.de

Communication Management
wbpr Public Relations GmbH
Philipp Becher
philipp.becher@wbpr.de

www.scandriaproject.eu

In this issue

News

Focus: Innovative Logistics

Partner Regions: Region Skane and HUB 53/12°

Upcoming



News

Scandria Berlin Declaration submitted to European Commission and Parliament

Minister Jörg Vogelsänger and Senator Ingeborg Junge-Reiher have submitted the Scandria Berlin Declaration that was signed by the project partners. It was handed to high-level transport politicians at the European Commission and Parliament, like Commissioner Siim Kallas, Commissioner Johannes Hahn, the President of the European Parliament, Jerzy Buzek or the German Minister for Transport, Peter Ramsauer.

The Scandria Berlin Declaration sets new benchmarks for the international cooperation between the Baltic and the Adriatic Sea.

By promoting the link between the Nordic Triangle and the Trans-European priority axes no. 1 from Berlin to Palermo and no. 22 from Dresden to Athens, the Scandria partnership actively contributes to EU- and transnational strategies like Europe 2020, the EU Cohesion Policy or the EU strategy for the Baltic Sea Region.

Through joint actions, the Scandria-Corridor should be promoted on the political level, further cooperation in transport and business should be developed and a green transport corridor should be established.

Further information:

www.scandriaproject.eu

Scandria publishes first project brochure

Scandria has published the brochure "Modern Logistic Solutions – between Scandinavia, Central Europe and the Adriatic Sea" and presented it at transport logistic 2011 in Munich. The brochure describes the logistics potentials of the Scandria corridor altogether. Additionally, the different project partner regions introduce themselves and their special characteristics with regard to logistics. Best practice examples give a good overview of modern logistics solutions that have already been implemented.

Further information:

www.scandriaproject.eu

EU Commission approves a further 21 million euro for the expansion of the railway line Rostock - Berlin

The EU Commission has approved a further tranche of 21 million euro from the ERDF funds for the upgrading of the railway line Rostock - Berlin. It is the first module of the promotion of this major project from the new EU funding period 2007-2013.

The railway line Rostock - Berlin is part of the Trans-European Transport Network (TEN) and extends the high-speed line Berlin-Milan-Naples towards Scandinavia.

Until 2015, it will be upgraded in three stages to an axle load of 25.0 tons with regard to freight and 160 km/h of speed with regard to passenger transport. The travel time between Rostock and Berlin will be reduced to 116 minutes. The total cost of the measure is estimated at around 737 million euro. Complementary funding is financed by the performance and funding agreement. To qualify for support from EU funds, the track will be equipped with the European safety system ETCS.

Source:

© 2011 Federal Ministry of Transport, Building and Urban Development / translation: Scandria

Green Growth and EU Baltic Sea Strategy, Riga, 5-6 May 2011

On 5-6 May 2011 the Nordic Council of Ministers' Secretariat hosted the conference "Green Growth in the Baltic Sea Region" in cooperation with the European Commission, Interact and Baltic Development Forum in Riga, Latvia.

The conference identified opportunities and policy implications for realizing synergies between green growth initiatives, programs and projects in the Baltic Sea Region. By actively engaging the private sector, the conference provided recommendations for how the EU Strategy and Action Plan for the Baltic Sea Region can further accelerate green growth – and thereby contribute to the Europe 2020 Strategy as well.

Represented by Dr. Jürgen Neumüller, Scandria presented experiences from the corridor cooperation and from the Berlin-Brandenburg region, for example the biogas approach, the blocktrain development and e-mobility in last-mile logistics.

Further information:

<http://www.norden.lv/en/Green-growth>

Knowledge Exchange across Europe from Scandinavia to the Adriatic

Scandria supported the knowledge transfer and cooperation within Europe by participating in a cross fertilization workshop, hosted by Veneto Region 19-20 May 2011 in Venice.

Representatives of more than ten European transport projects discussed co-modal opportunities and logistic nodes, block trains and regional economic development in relation to Green Corridors. Scandria presented the Visions

2030 of the Green Corridor Strategy to be a corridor of terminals, connections and innovation.

It was agreed to continue the exchange. The next cross fertilization workshop will be organized by the Transitecs Project in autumn 2011.

Further information:

<http://www.sonoraproject.eu/>

Brenner-Base-Tunnel: Start of Main Construction Work

In the presence of key players from politics and business, the main construction phase of the Brenner Base Tunnel started in Innsbruck on 18 April 2011. EU Transport Commissioner Siim Kallas, EU-Coordinator Pat Cox, the governors of Tyrol and South Tyrol Guenther Platter and Luis Durnwalder, government representatives from Austria, Italy and Germany, and the CEOs of the rail operators Christian Kern (ÖBB) and Mauro Moretti (Ferrovie dello Stato) were present at the ceremonial act.

Further information:

http://www.bbt-se.com/index.php?option=com_content&task=blogcategory&id=34&Itemid=194

Scandria Partners met for Midterm Conference in Malmö

Looking forward and looking back – this was the aim of the Scandria mid-term Conference in Malmö. However, 18 months through the project, it was primarily an opportunity to look back on successes already achieved.

And these successes are plentiful: The Rostock-Gedser ferry link, for instance, has been included in the European Union's "Motorways of the Sea" programme. Another major step has been the re-activation of the Neuruppin - Neustadt (Dosse) railway line through the HUB 53/12° logistics network, connecting the Baltic ports and their hinterland. Studies carried out by the Scania region and the University of Roskilde highlight the correlation between the logistics sector and the excellent potential for innovation in the corridor.

Further information:

<http://www.scandriaproject.eu/index.php?option=news&task=view&id=17>

Focus: transport logistic 2011

New Memorandum of understanding between Eastern German Baltic Sea ports and the Ports of NAPA



Signing of the Memorandum of Understanding

Starting left: Dr. Ulrich Bauermeister (Managing Director Rostock Port/ Chairman Port Association Mecklenburg-Vorpommern), Guisepppe Parello, (President Ravenna Port Authority), Minister Volker Schlotmann

Mecklenburg-Vorpommern presented itself with its own booth at the fair that received a visit from the Minister for Transport of Mecklenburg-Vorpommern, Volker Schlotmann. The minister attended the fair as a political representative and promoted Mecklenburg-Vorpommern as a modern logistics location in Europe. In this regard, the Scandinavian Adriatic Corridor plays an important role for the development of the region.

During the fair on 11 May 2011, a memorandum of understanding between the Port Association Mecklenburg-Vorpommern and the North Adriatic Port Association was signed. The Memorandum was also supported by Minister Schlotmann who said that "the signing of a memorandum strengthens the development of a joint corridor from Northern Europe via Mecklenburg-Vorpommern to Southern Europe."

The Memorandum states that "several efficient as well as competitive seaports at both ends of the corridor ensure a flexible, reliable and user friendly cargo handling. High capacity hinterland connections on road and rail without congestion ensure environmentally friendly transports along the corridor as well as to and from destinations in Central Europe. Logistic chains via this corridor reduce the negative environmental impact significantly and enable shorter transit times compared to alternative transport corridors and routes."

In order to achieve this, the port associations agreed on four targets; firstly to "develop port to port connections

between the Adriatic Sea and the Baltic Sea for any kind of cargo"; secondly to "closely co-operate in the field of political issues, like the future transport policy or any environmental legislative measure"; thirdly they agreed upon "mutual support in the field of development of port hinterland connection in a North – South direction and vice versa in the framework of discussions on a European, national or regional level". The fourth and last target is to "arrange and carry out joint marketing events in order to promote the ports, the corridor or newly established transport connections."

The overall goal is a positive economic development to create jobs in Mecklenburg-Vorpommern and other neighboring regions. The good transport connections from the north to the south are the best foundation for a real development corridor.

Further information:

www.vm.regierung-mv.de

Gesa Köhler, Ministry for Transport, Building and Regional Development Mecklenburg-Vorpommern

Gesa.Koehler@vm.mv-regierung.de

Logistics Dialogue Berlin-Brandenburg “North-South Corridor via Berlin – New Connections without Bottleneck?”

Source: Dr. Teßmann



Panel discussion “North-South Corridor via Berlin – New connections without bottlenecks?”

Starting left: Mark Renner, Prof. Dr. Herbert Sonntag, Mag. Christian Steindl, Christian Wiesenhütter, Dr. Ulrich Bauermeister

The LogistikNetz Berlin-Brandenburg (LNBB) organized several intense discussions about the development of the logistics sector in the capital region Berlin-Brandenburg during the fair. “North-South Corridor via Berlin – New connections without bottleneck?” was the title of the panel discussion which took place on 11 May. Key players from politics, business and science with special relevance to the North-South Corridor and the associated challenges attended the discussion which was moderated by Mark Renner, head of LNBB office.

Participating in the discussion were: Prof. Dr.-Ing. Herbert Sonntag, Vice-President of TUAS Wildau and Chairman of the Logistics Network Berlin-Brandenburg e.V., Dr. Ulrich Bauermeister, Managing Director of Rostock port, Christian Wiesenhütter, Deputy CEO of the Chamber of Commerce and Industry (IHK) in Berlin and Christian Steindl, CEO of the Upper Enns GmbH.

All participants agreed that the North-South axis is the shortest and ecologically best connection between the Adriatic Sea and Scandinavia. An intermodal transport infrastructure can relieve the western bottlenecks to a large extent. Free rail capacities in the corridor enable further transport growth in a north-south direction. At the same time it is an important opportunity for a positive economic development in the regions within the corridor, such as the capital region Berlin-Brandenburg.

A similar development can also be observed in many other regions located in the infrastructure corridors of Europe. Already, the ports within the SCANDRIA Corridor realize growing numbers of international transports of freight and

passengers. Nevertheless it is important to promote the corridor in cooperation with politics and business to meet the objective of making the axis a core part of the Trans-European Transport Network.

Further information:

<http://www.logistiknetz-bb.de>

Mark Renner, LogistikNetz Berlin-Brandenburg

m.renner@logistiknetz-bb.de

Intermodal hubs in capital region Berlin-Brandenburg strengthened

The capital region Berlin-Brandenburg presented itself with an own booth where 15 exhibitors demonstrated the region’s role as a central hub in the Scandinavian-Adriatic Corridor.

The freight villages (GVZ) Berlin South Großbeeren and Berlin West Wustermark can point to new investments. GVZ Großbeeren sold a 22.000 square meter area to Alcaro Invest, a project developer for buildings. It is almost fully occupied, so that it will be expanded in the near future. GVZ Wustermark sold 70.000 square meters to Nagel Group, a food logistics corporation. This will provide 70 new jobs.

The contracts were signed in the presence of Brandenburg’s State Minister for Economic and European Affairs Ralf Christoffers. Also HUB 53/12° was present at the joint Berlin-Brandenburg booth. The initiative consists of a couple of smaller cities between Rostock and Berlin and was able to revitalize an old railway track from Neuruppin to Neustadt (Dosse), bought by InfraRegio in 2010. It is to be put into operation this year

Further information:

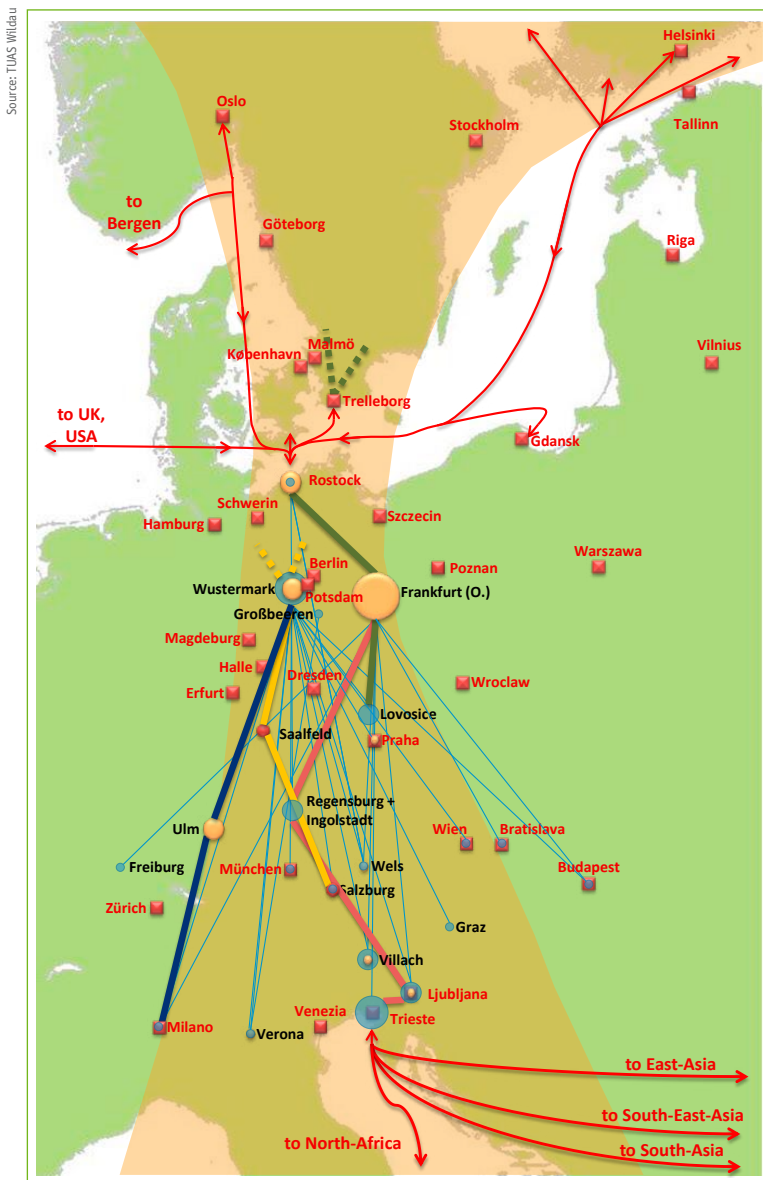
<http://www.mwe.brandenburg.de/sixcms/detail.php/bb1.c.250707.de> | www.hub5312.de

Source: IFG Potsdam mbH



GVZ Berlin South Großbeeren

Interest in new freight train concepts



Intermodal freight potential from and to the Berlin-Brandenburg region and train concepts

Within the scope of the transport logistic 2011 in Munich, visitors had the opportunity to learn about freight train concepts that were developed in the Scandinavian-Adriatic Corridor by the Research Group Transport Logistics at the Technical University of Applied Sciences Wildau in cooperation with further Scandria partners from Berlin-Brandenburg, Mecklenburg-Vorpommern and Öresund Region.

These do not only involve economic efficiency analysis and technical operation concepts but also transport potentials, which were identified by interviewing shippers. The change from road to railway transport would not only reduce the effects on the environment but also operation costs.

Altogether four concepts were developed including blocktrains or intermodal trains from Berlin (Wustermark) to Salzburg or Milano and from Frankfurt (Oder) to Trieste as well as from Rostock to Ústi nad Labem (Lovosice). The concepts that can be extended to Scandinavia feed Northern Adriatic ports and thus provide a link to global markets.

These new train concepts were discussed in one-to-one talks by members of the research group with representatives of more than 30 companies from the Logistic and railway-operator industry. The Scandria train concepts were met with great interest by industry representatives.

Further information:

<http://www.scandriaproject.eu>

Philip Michalk, Technical University of Applied Science

philip.michalk@th-wildau.de

Joint efforts for greening the European Transport Network



Source: LKZ Prien GmbH

Participants of the cross project discussion „Greening the European transport network“

Starting left: Dr. Ulrike Assig (Joint State Planning Association Berlin-Brandenburg), Massimiliano Angelotti (Friuli Venezia Giulia Region), Riccardo Maratini (Veneto Region), Christoph Pienkoß (German Association for Housing, Urban and Spatial Development), Karl Fischer (LKZ Prien GmbH)

On 11 May 2011, partners of four European transport corridor projects – the Alpine Space project TRANSITECTS, two Central Europe projects SoNorA and BATCo and the Baltic Sea Region project Scandria discussed the issue of greening transport and potential cooperation at the event “Greening the European transport network” hosted by the German Association for Housing, Urban and Spatial Development.

Organising transports in an environmental friendly way is a central objective of all projects. Riccardo Maratini from Veneto Region explained that the project SoNorA especially supports the general expansion of the railway network and the improvement of logistic services in Eastern and Central Europe. As a representative for BATCo, Massimiliano Angelotti from Friuli Venezia Giulia Region, underlined the importance of an optimal combination of transport modes.

Karl Fischer, representing TRANSITECTS, supported this statement and added that currently railway connections crossing the Alps are being improved and intermodal nodes are being optimised.

Dr. Ulrike Assig from Scandria stated that intermodal transport can help to relieve bottle necks from road traffic. She emphasized the importance of the Brenner Base Tunnel with regard to port-hinterland connections like Rostock-Berlin. Furthermore, it would be crucial to link important infrastructure investments like the Fehmarnbelt tunnel and the Scandinavian-Adriatic Corridor. Soft issues, like the optimisation of transport chains, alternative fuels,

e-mobility or innovative transshipment technologies, are gaining attention, as Dr. Assig pointed out during the discussion.

All participants agreed that existing bottlenecks in the railway system pose a significant challenge that has to be overcome. Especially the Alpine passes like Brenner, Koralm or Semmering as well as missing links in cross-border freight traffic constitute common problems that call for common approaches.

Different states and regions as well as existing projects and initiatives will have to come together and build strategic alliances with the economy, politics and science – as the host Christoph Pienkoß from the German Association for Housing, Urban and Spatial Development concluded. In this sense the projects will further deepen their dialogue in the future.

Preparations for a common working meeting in Berlin/Potsdam on 21 November 2011 involving further projects have started already.

Further information:

<http://www.deutscher-verband.org/>

Judith Artmann, German Association for Housing, Urban and Spatial Development

j.artmann@deutscher-verband.org

Partner Region

Mecklenburg-Vorpommern, Germany



Gesa Köhler

Ministry for Transport, Building and Regional Development
Mecklenburg-Vorpommern

Question: *What is typical/remarkable about your region?*

Gesa Köhler: Mecklenburg-Vorpommern's location at the Baltic Sea and its beautiful landscape offer ideal prerequisites for tourism and recreational activities. Its position as the main Central European gateway to Scandinavia, Russia and the Baltic States also makes it an ideal location for the logistics industry.

Located at the direct route between Berlin and Scandinavia, Mecklenburg-Vorpommern is a perfect node for international transport chains. For most transports between Scandinavia, Berlin, Central Europe and the Adriatic region and further on to the Middle and Far East, the Scandria corridor is not only one of the fastest, but also the most cost efficient and greenest solution.

Mecklenburg-Vorpommern provides everything you could expect in Germany – a modern, high capacity transport network, efficient port operations, well-trained staff and a mix of companies which can fulfill all demands in a most flexible way. One thing you will not find, and probably not miss, is congestion on roads, railways and in ports.

Mecklenburg-Vorpommern's core logistic offer is our dense network of larger deep sea and smaller ports. With two Motorways of the Sea and a very positive turnover forecast we are well equipped for the future. Scandlines' investment in the Rostock-Gedser route and related major port investments also indicate a strong belief in the positive development and the reliability of our sea connections.

Question: *Why are you involved in Scandria and which current challenges have to be addressed in your field of action?*

Gesa Köhler: Our main interest in Scandria is to attract

more transport to and from Scandinavia to support our logistics industry and increase our regional added value. Even today a lot of old established transport chains lead from Scandinavia via Western Germany. Our goal is to be the first choice for transports to the south and southeast, relieving the congested routes via Hamburg. We want to become known as a modern, green, cost and time efficient alternative.

Therefore, one of our main activities in the Scandria project is marketing. We are supported by our regional business-driven logistics initiative. They use this as an opportunity for networking with logistics operators from other states and countries. As a success story take the starting cooperation between Mecklenburg-Vorpommern's port association and the North Adriatic Port Association.

Question: *What is your vision for the transport corridor in the year in 2030?*

Gesa Köhler: The Scandria corridor will be a natural choice for any kind of transport flows between Scandinavia, Berlin, Central Europe and the Adriatic region. The corridor will be a modern green corridor with a good infrastructure, clean and intermodal transport opportunities and a thriving economy. A strong bond connects the political, scientific and business representatives from the different regions along the corridor.



Rostock port

Further information:

www.vm.regierung-mv.de

Gesa Köhler, Ministry for Transport, Building and Regional Development Mecklenburg-Vorpommern

Gesa.Koehler@vm.mv-regierung.de

Upcoming

14-15 June 2011
Scandria Biogas Conference + Workshop

Location: Malmö

You are welcome to take part in discussing possibilities for using biomethane for long distance transport. Hear the latest news about liquefied methane. There will also be a workshop for key actors which will focus on an ongoing study regarding the market development of liquefied methane as well as the infrastructure for liquefied methane, supporting long haulage trucks within the Scandria corridor.

www.scandriaproject.eu

14-15 June 2011
Conference on Nordic Infrastructure in a European Perspective

Location: Oslo

The integrated conference shows the importance of a coordinated process for building a complete cross-border infrastructure for transport in the TEN-T Nordic Triangle, both for Inter City and High Speed trains. On 14 June the focus will be on the importance of an improved and modern infrastructure for railway in The Nordic Triangle, in order to create an attractive, competitive and sustainable region in a European and global context. On 15 June COINCO North – Corridor of Innovation and Cooperation is holding its final conference – emphasizing the relation between Oslo, Göteborg and Copenhagen.

www.kp.no/infrastruktur

15-17 June 2011
SoNorA Consortium Meeting

Location: Szczecin

The Eighth Consortium Meeting of the SoNorA Project will give the opportunity to discuss the present highly complex transport situation and solutions to foster social and economic development. A University Think Tank will focus on Green Corridor Development.

www.sonoraproject.eu

23 June 2011
3rd Branch Conference Logistics Industry Mecklenburg-Vorpommern

Location: Rostock

The Logistics Initiative of Mecklenburg-Vorpommern invites you to the third Branch Conference of the Logistics Industry Mecklenburg-Vorpommern in conjunction with the eighth Baltic Transport Forum. Logistics Stakeholders discuss growing logistics after the crisis. The conference is divided into three parts: logistic challenges - growth market Russia, innovation for forwarding logistics and logistics of port-related industrial companies.

www.log-in-mv.net