

# Scandria Retrospective: Lessons learnt

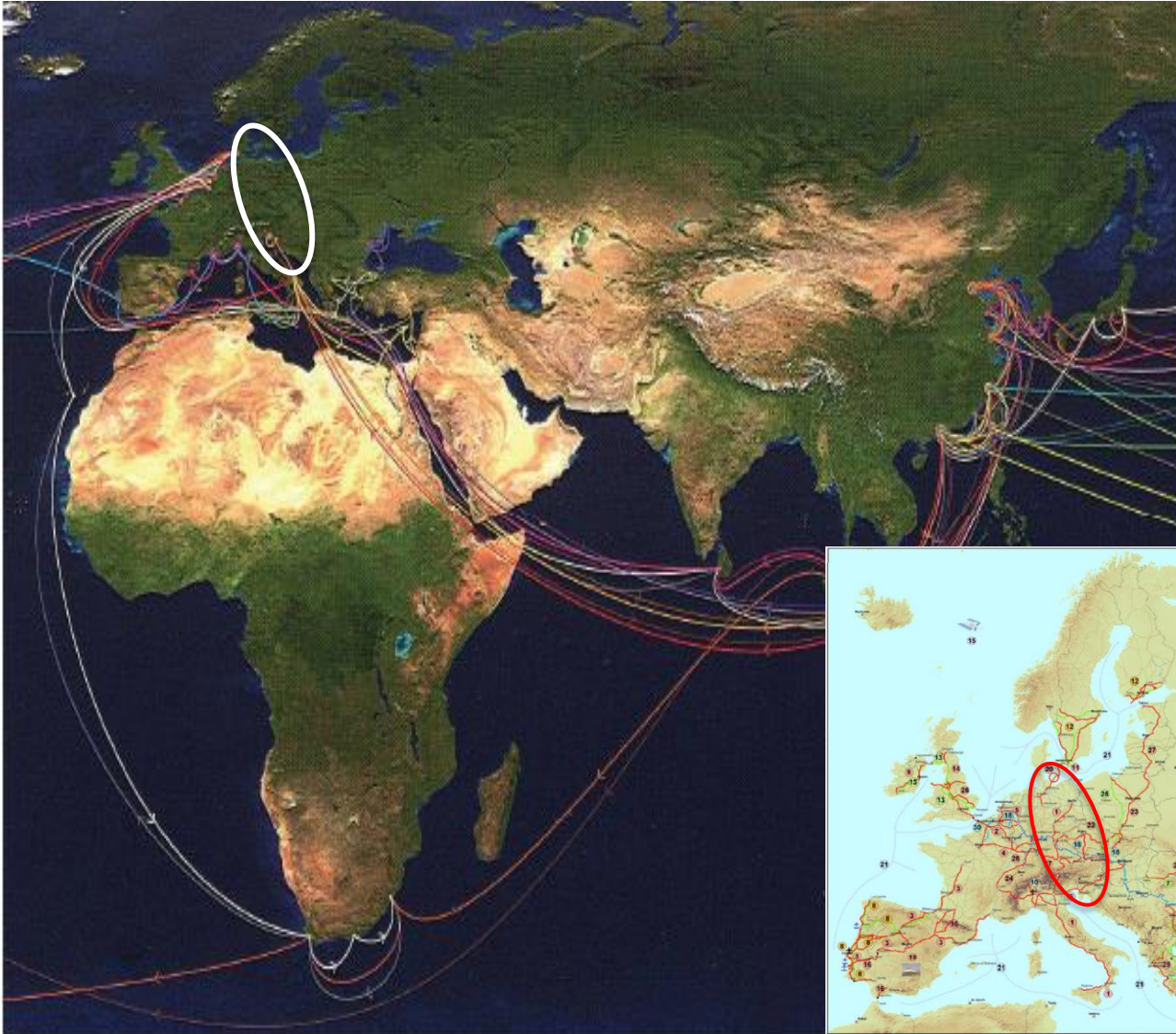
Ulrike Assig  
Gävle, November 2018

## Scandinavian Adriatic Corridor for Growth and Innovation



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

# Missing link?



Questions:

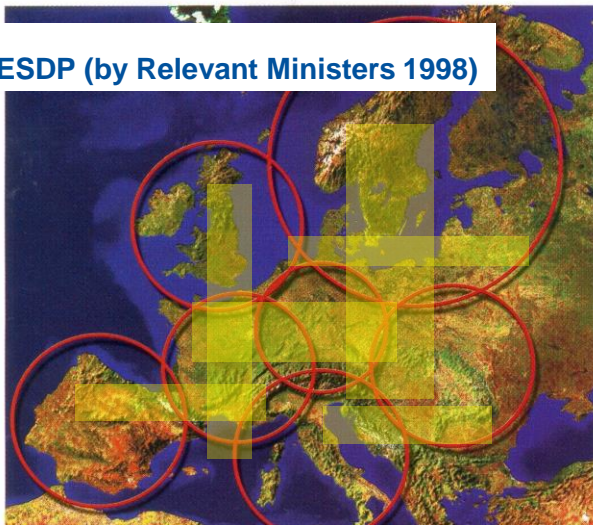
Geographic distance;  
Rate of feed – fast and prompt;  
Infrastructural quality – modern or not sufficient;  
Connectivity – fluent and multi modal;  
Political focus – co-operative and well publicity ;

...  
?

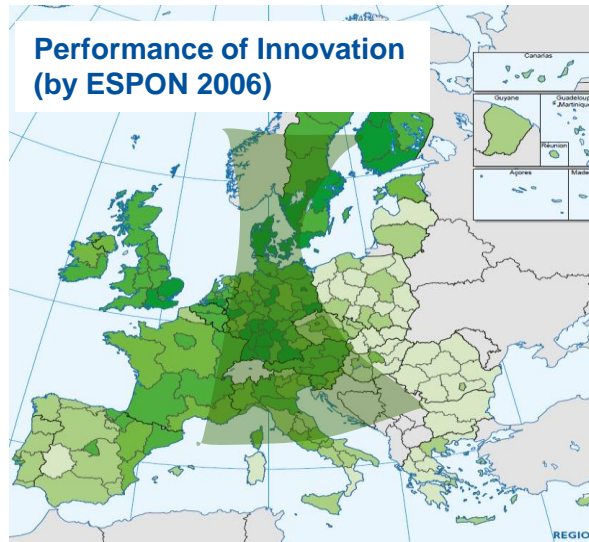


# Scandinavian-Adriatic Corridor

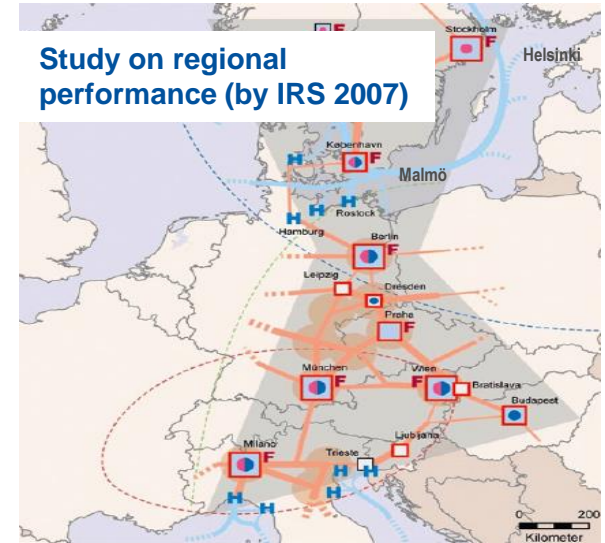
**ESDP (by Relevant Ministers 1998)**



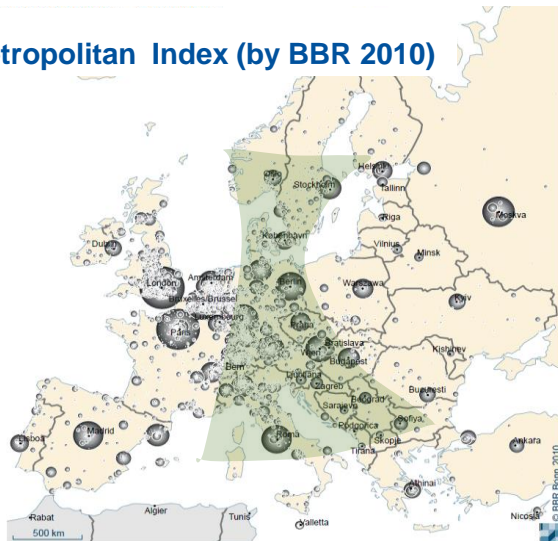
**Performance of Innovation  
(by ESPON 2006)**



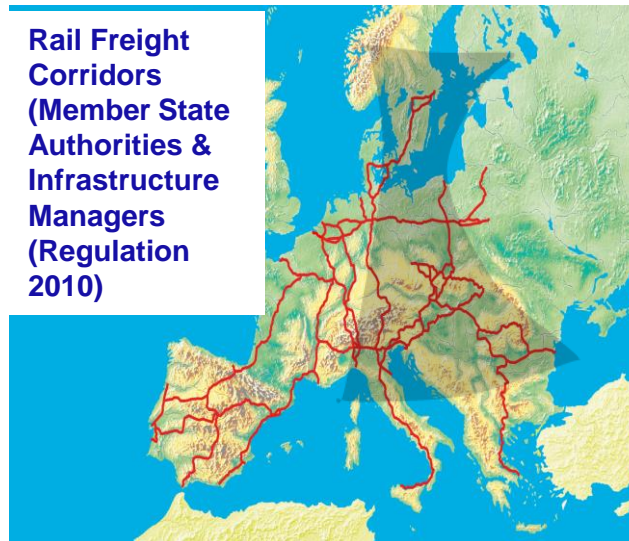
**Study on regional  
performance (by IRS 2007)**



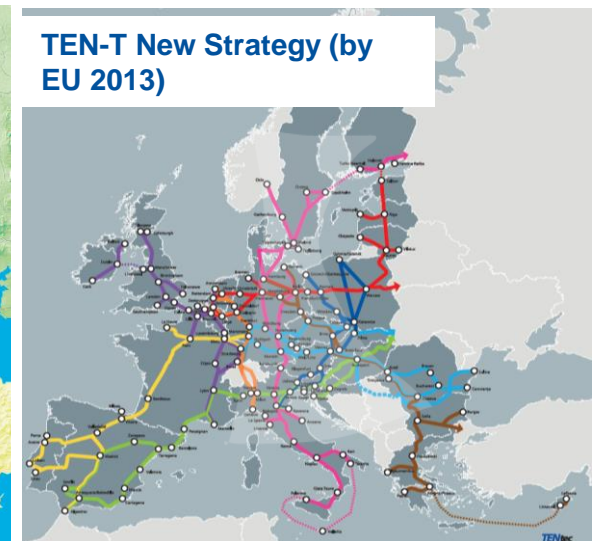
**Metropolitan Index (by BBR 2010)**



**Rail Freight  
Corridors  
(Member State  
Authorities &  
Infrastructure  
Managers  
(Regulation  
2010)**



**TEN-T New Strategy (by  
EU 2013)**




## for Greening Transport



























**The North-South-Initiative**  
**Die Nord-Süd-Initiative**

zur Entwicklung  
eines neuen  
Wirtschaftsraumes  
in Europa

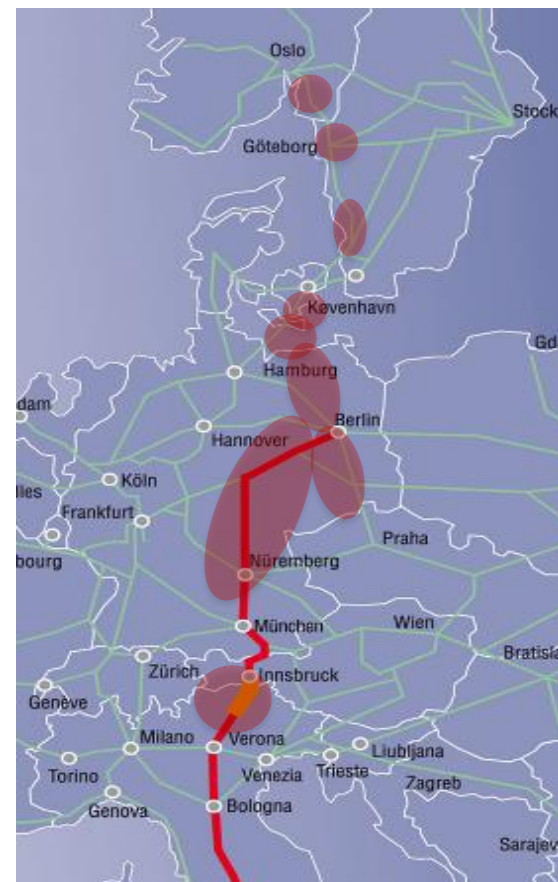




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## Examples by the regions itselves

- **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:** improvement of ferry lines and ferry ports
- **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 (2018)
  - Erfurt-Nuremberg: realized (2018)
- **Brenner Base Tunnel:** main construction works started on April 2011



## Greening to harmonize and to linking corridor regions

Scandlines – 2 new LNG ferries (liquified natural gas) Gedser-Rostock

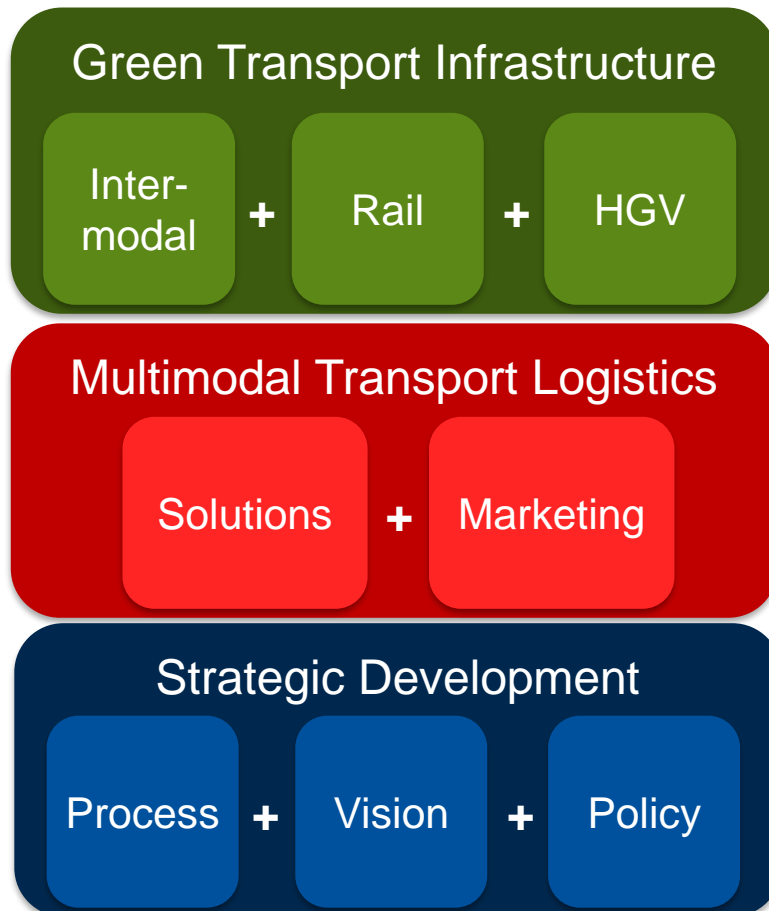
E-City-Logistics (electric trucks) Meyer&Meyer, Potsdam

Innovative transshipment technology CargoBeamer (non cranable semi-trailers), Saxonia

Block train concepts BSR to Adriatic, Rostock via Wustermark to Koper/Trieste

Initiative „Fuel of the future“, Posten Norden (trials of BioDME, Volvo trucks with support of EU and Swedish Energy Agency)

## MLG Pillars for corridor development – forwarded and concentrated by Scandria®2Act



- Studies on the performance of logistics in the corridor
- Case studies on potential further development of infrastructures, the improvement of multi-modal transport systems, and the usage of alternative fuels in order to “green” the corridor
- Marketing and policy campaign with the purpose to make the corridor more popular in the political and economic sphere



## Joint initiatives and coordinated actions by projects



### The transport cluster potential

The three projects are willing to further explore the complementarities in the geographies and the thematic scopes in order to even more effectively contribute to the implementation of both the TEN-T core network corridors and the EU Strategy for the Baltic Sea Region.

The three projects agree to jointly establish a formal transport cluster cooperation should that particular project interacting framework be conceived by the Interreg Baltic Sea Region Programme.

For Helsinki-Uusimaa Regional Council  
Lead partner of NSB CoRe

Helsinki, date  
13.4.2016

  
Ossi Särkeläinen,  
Regional Mayor

For the Joint Spatial Planning  
Department Berlin-Brandenburg  
Lead partner of NSB CoRe

Potsdam, date  
13.04.2016

  
Jan Drews,  
Head of the Department

For Region Blekinge  
Lead Partner of TENTacle

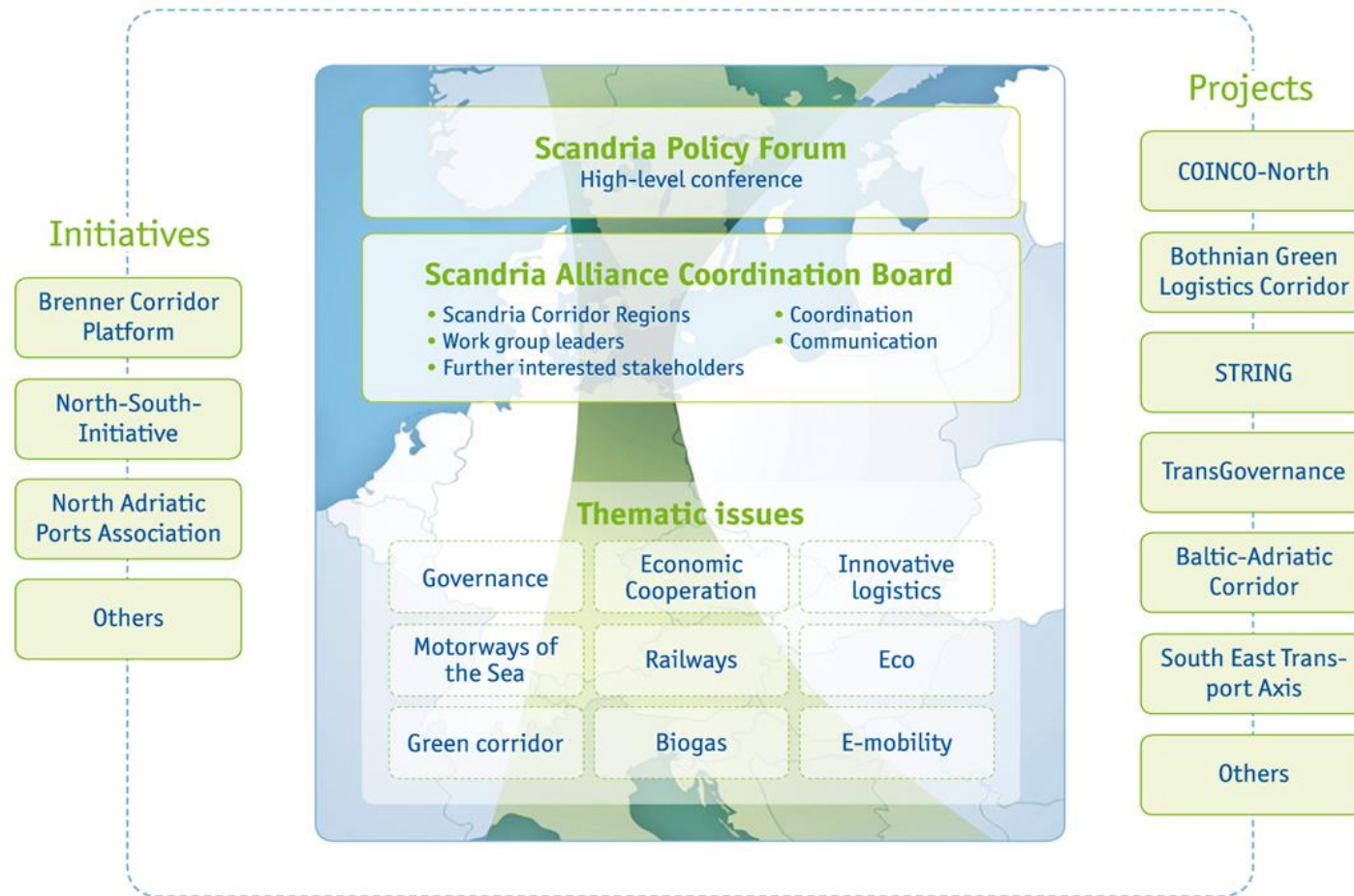
Blekinge, date 15/4 2016

  
Anna-Lena Cederström  
Chief Executive Officer



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

## Going to Alliance - be more than a single project



## Functional and Urban Nodes – improving regional co-operation and TEN-T



VERBINDET MENSCHEN, IDEEN UND REGIONEN

“So far, the role of urban nodes, smart operations and innovation has been recognised [...] The Corridor Forum could transform into a ‘polylateral’ governance tool, where the bottom up meets the top down [...]” Pat Cox



“ [...] the urban nodes on the Corridor [...] as connecting points linking different transport modes. [...] there needs to be an excellent connectivity between the network infrastructure and the urban nodes, including the urban and regional traffic. “ Catherine Trautmann





## Implementation of Sustainable and Multimodal Transport Actions in the Scandinavian-Adriatic Corridor

### CLEAN FUELS



### MULTIMODAL TRANSPORT



### SCANDRIA® ALLIANCE



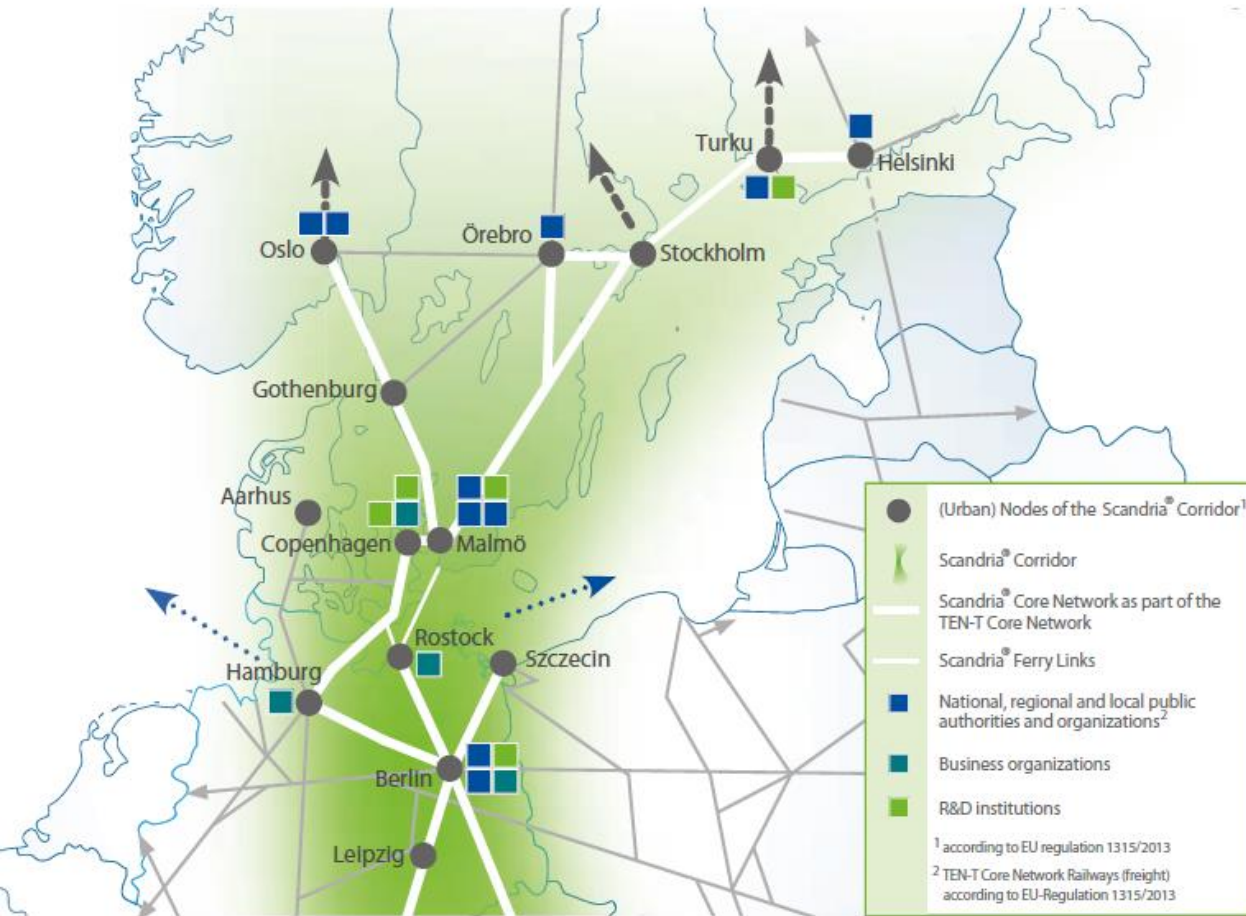
### Thematic Scope

19 Partners, from Norway, Finland, Sweden, Denmark and Germany and more than 20 Associated Partners

Budget: approximately 4 Mio. €

Duration: 2016 -2019

## PARTNERSHIP



### NATIONAL, REGIONAL AND LOCAL PUBLIC AUTHORITIES AND ORGANIZATIONS

Joint Spatial Planning Department  
 Berlin-Brandenburg  
 Eastern Norway County Network  
 Akershus County Council  
 Helsinki-Uusimaa Regional Council  
 City of Turku  
 Swedish Transport Administration  
 Region Skåne  
 Skåne Association of Local Authorities  
 Region Örebro County  
 VBB Public transport authority  
 Berlin-Brandenburg

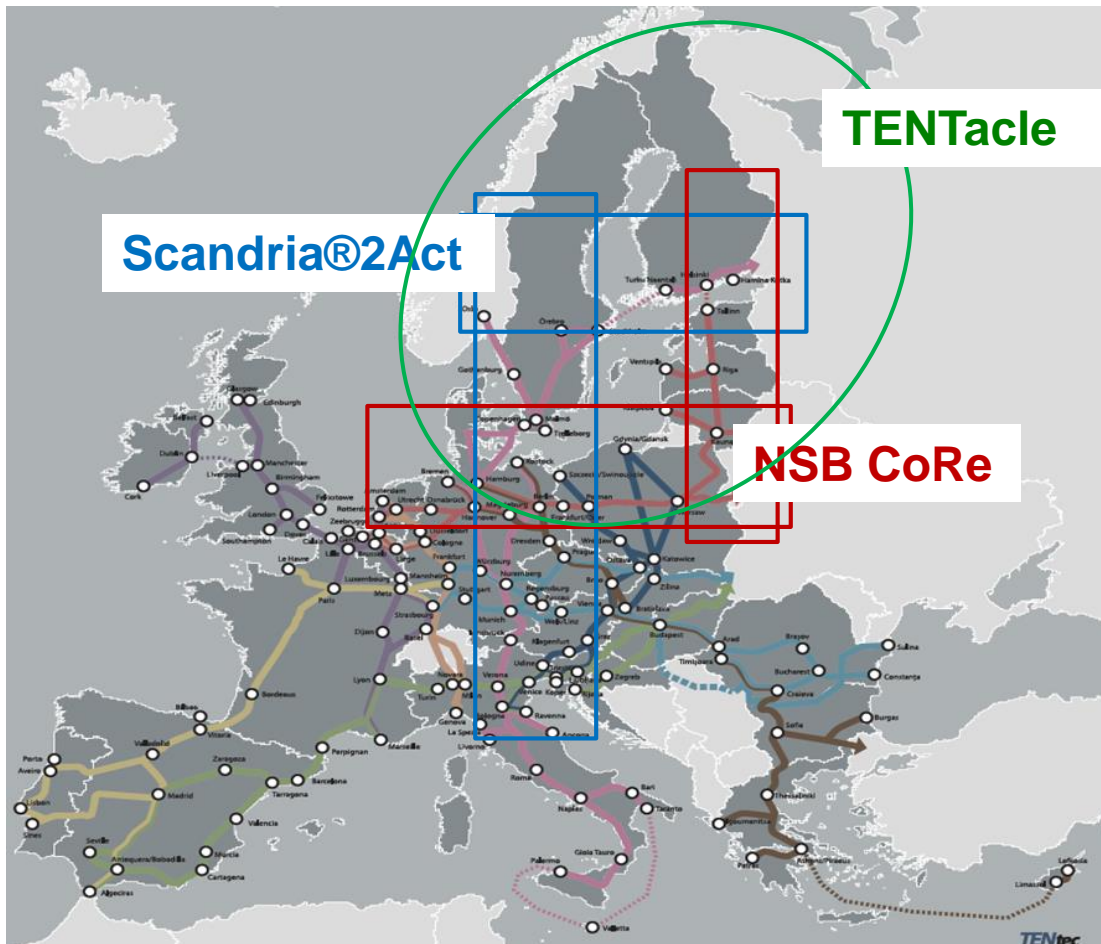
### BUSINESS ORGANIZATIONS

Rostock Port  
 Logistics Initiative Hamburg  
 German Energy Agency  
 Rejseplanen

### R&D INSTITUTIONS

University of Turku  
 SP Technical Research Institute  
 of Sweden  
 Technical University of Applied  
 Sciences Wildau  
 Technical University of Denmark  
 Copenhagen Business School

## Close Cooperating Projects in the BSR



**Scandria®2Act**  
Sustainable and Multimodal Transport  
Actions  
in the Scandinavian-Adriatic corridor

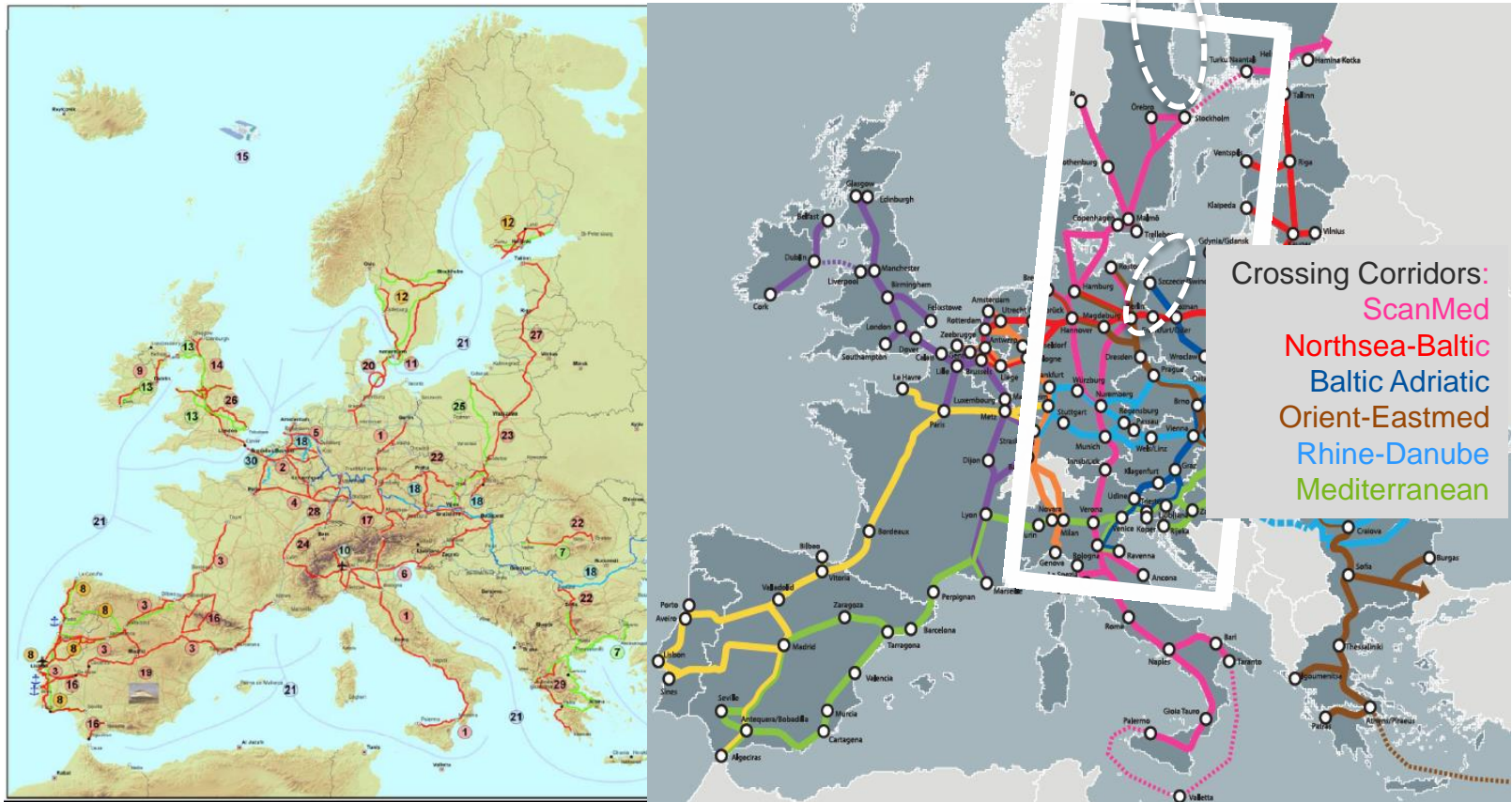


**North Sea Baltic Connector of Regions (NSB CoRe)**



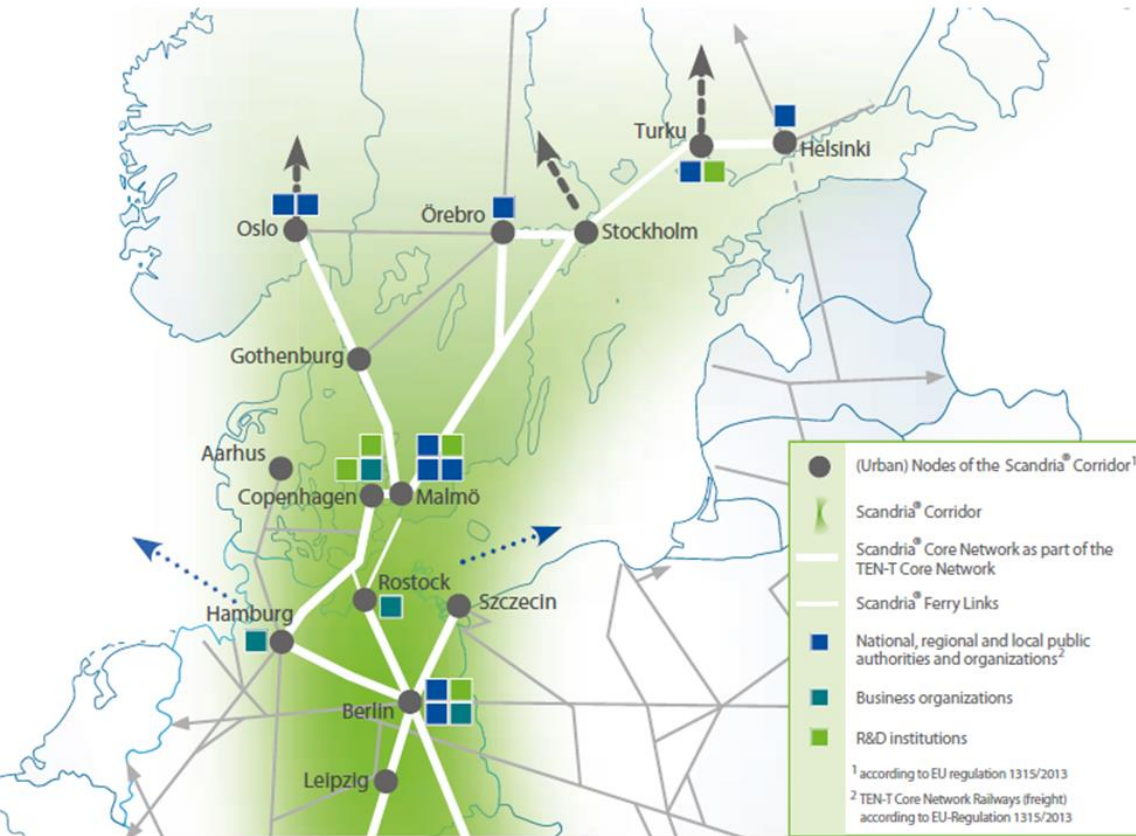


## TEN-T Corridors: From missing links to consistent strategy



# Lessons learnt: Scandria®2Act

## PARTNERSHIP



Thank you  
for your attention

<http://www.scandria-corridor.eu>