

Central Scandinavian Borderland Round Table 13th March 2017

Scandria 2Act- Focus and priorities



Lead Partner Information November 2016

Background and objectives

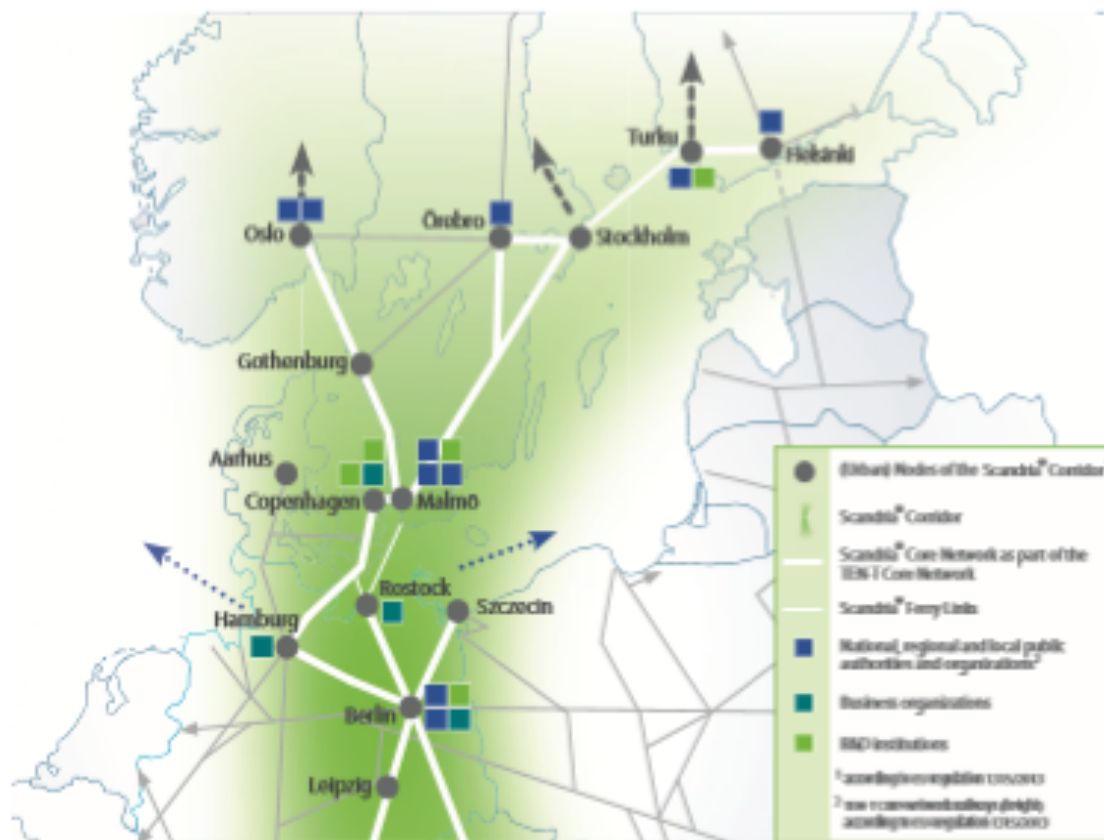
.Scandria®2Act is a joint proposal of regions along the Baltic Sea Region stretch of the Scandinavian Mediterranean Core Network (ScanMed) Corridor. It supports regional activities to foster the corridor deployment and to adopt regional development measures to the opportunities created by European transport policy (see <http://www.scandria-corridor.eu/>).

.The project proposal is based on a mature partnership representing most relevant urban nodes as well as transport hubs along the Baltic Sea Region of the ScanMed-Corridor.

.The proposal aims at linking strategic actions and implementing actions with a **clear focus in deploying clean and efficient transport services** along the corridor.

.Scandria®2Act is planned with a budget of total approx. 4 million Euro to be funded by Interreg Baltic Sea Region Program. Project realization is envisaged for 2016-2018.

PARTNERSHIP



The project approach of Scandria²Act follows an initiative of regions located along the Baltic Sea Region stretch of the Scandinavian-Mediterranean Core Network Corridor for a harmonized corridor development. Representing urban as well as multimodal nodes along the corridor, regional development challenges associated with transport are addressed.

Main objective is to foster clean, multimodal transport to increase connectivity

and competitiveness of corridor regions while minimising negative environmental impact induced by transport. For this purpose, project partners have developed a joint project approach addressing:

- the deployment of clean fuels,
- the deployment of multimodal transport services and
- the establishment of a multilevel governance mechanism, the Scandria²Alliance.

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 Skane
Skåne Association of Local Authorities
Region Örebro County
VBB Public transport authority
Berlin-Brandenburg

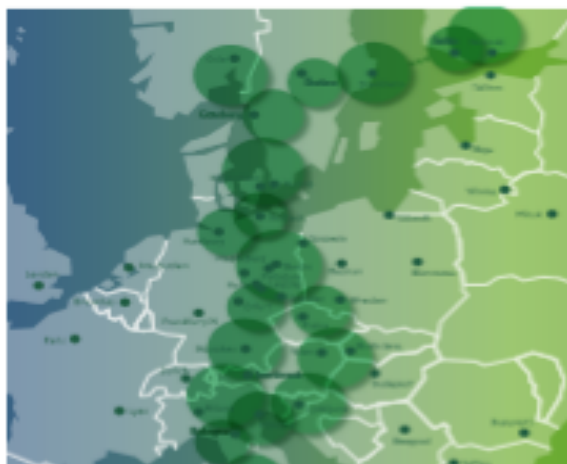
BUSINESS ORGANIZATIONS

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

SCANDRIA® ALLIANCE



The Scandria®Alliance offers a cross-level, corridor-wide platform for communication and cooperation of initiatives from policy, transport and logistics along cross cutting issues.

It supports the Core Network Corridors of TEN-T by establishing a laboratory for a permanent corridor-node dialogue between policy makers, the business sector and innovative milieus.

The dialogue will address stakeholders inside urban nodes for regional and infrastructural development and will be fed into the corridor-wide dialogue by the Scandria®Alliance Core Group representing participating regions.

Responsible project partner
Joint Spatial Planning Department
Berlin-Brandenburg
www.gl.berlin-brandenburg.de

CLEAN FUELS



For the future of mobility, the use of clean fuels will be indispensable.

Scandria®2Act partners aim at fostering the corridor-wide deployment of clean fuels in an inclusive multi-fuel approach.

Corridor regions will line-up, formulating a joint clean fuel deployment strategy and promote technological solutions applied successfully in the regions.

They support the European Union policy aims concerning clean fuel deployment by addressing harmonised national infrastructure frameworks that will enable the use of clean fuels along the Scandria®Corridor.

Responsible project partner
Akershus County Council
www.akershus.no

MULTIMODAL TRANSPORT



To foster environmentally friendly modes of transport, Scandria®2Act addresses public as well as multimodal transport.

Partners will design new multimodal transport services and adopt multimodal capacities in the corridor regions. They will take into account latest developments like the adoption of the sulphur emission control area in the Baltic Sea or changed freight flow patterns.

Moreover, transnational real time information or ticket purchase information services, will allow public transport customers to better plan international trips in the Scandria®Corridor.

Responsible project partner
Swedish Transport Administration
www.trafikverket.se

Fostering clean fuels and multimodal transport through governance

.The project proposal addresses most relevant fields of cooperation as identified by the partnership:

.Clean Fuel Deployment

Clean Fuel Corridor Task Force, Regional Actions, LNG/LBG, FCEV, BEV

.Multimodal Transport

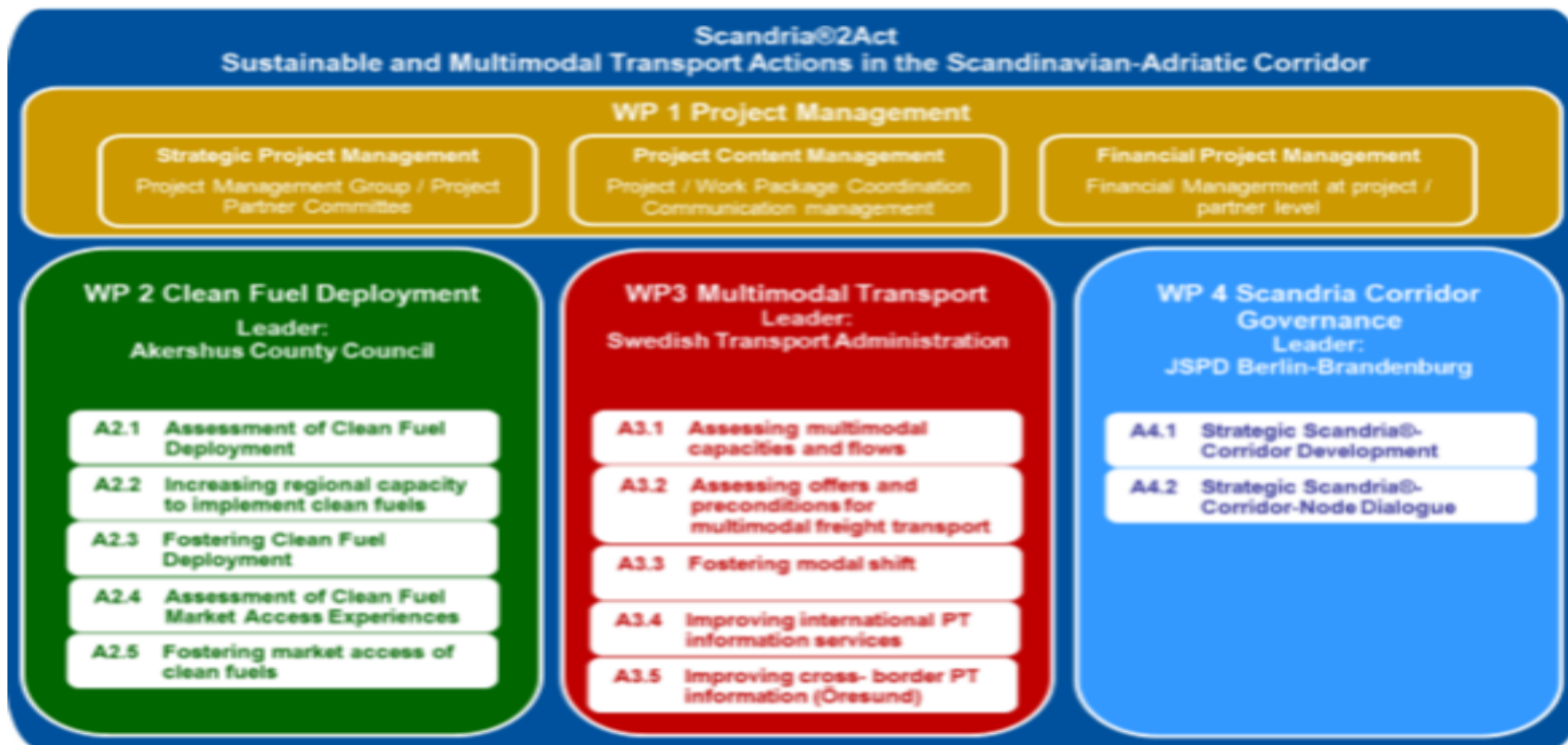
Multimodal Corridor Task Force, Development of multimodal services, Regional multimodal terminal actions, clean fuels, freight and passenger transport as well as governance

.Scandria Corridor Governance

Scandria Alliance Core Group, Regional Corridor-Node Dialogue

.According to the governance proposal developed, the Scandria Alliance Core Group shall form the interface of thematic working groups to decision makers at national, European and industry level.

Project Structure



Why is the Oslo-Gothenburg-Copenhagen transport corridor so important ?

3 countries, 4 big town regions, 2 capitals,

Norway is a small country with regard to a population of 5 million. Hence, it is important for business development and industry to have a close cooperation with the adjacent regions and countries.. Scandinavia has a total population is 19.5 millions and 8 millions live in the Oslo-Gothenburg-Copenhagen corridor. In this corridor 1,3 million people live in the Oslo and Akershus region.

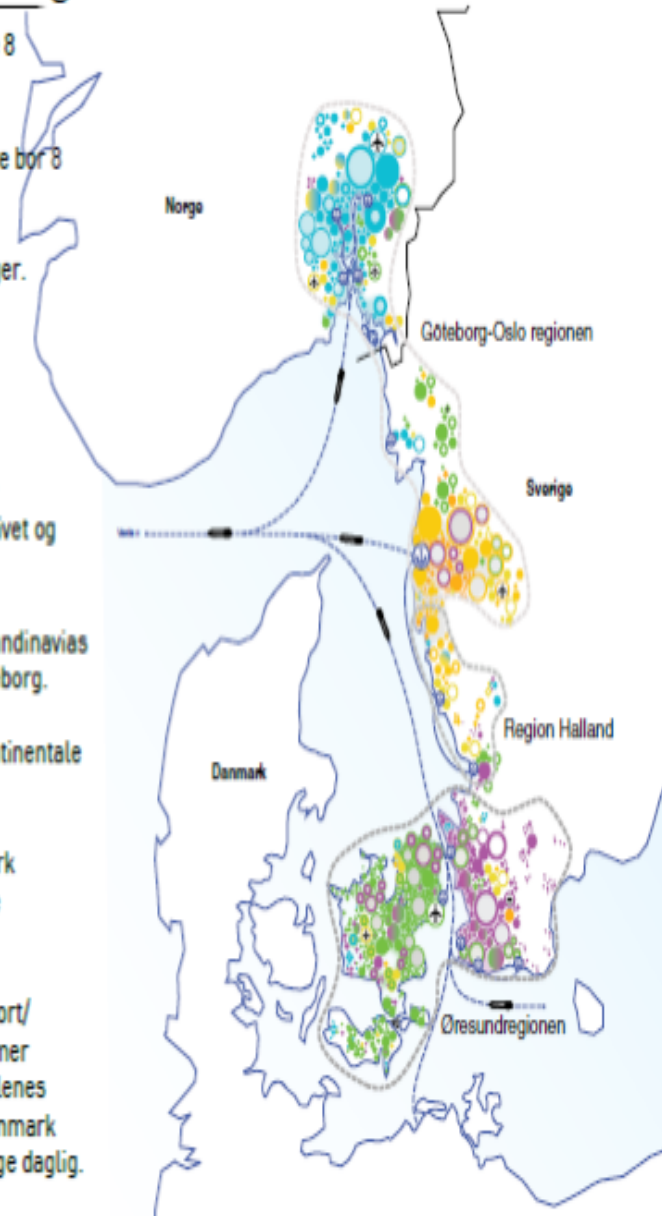
This transport corridor between Oslo-Gothenburg-Copenhagen is the western leg of the “Nordic Triangle” which connects the metropolitan areas between Oslo-Copenhagen and Stockholm. The business relations between Oslo and Stockholm is very important ,but the main gateway for Norway to Europe will always be the Oslo-Gothenburg-Copenhagen corridor. The Scandinavian Governments have recently declared to EU that this is the most important cross border infrastructure project that has to be improved in Scandinavia.

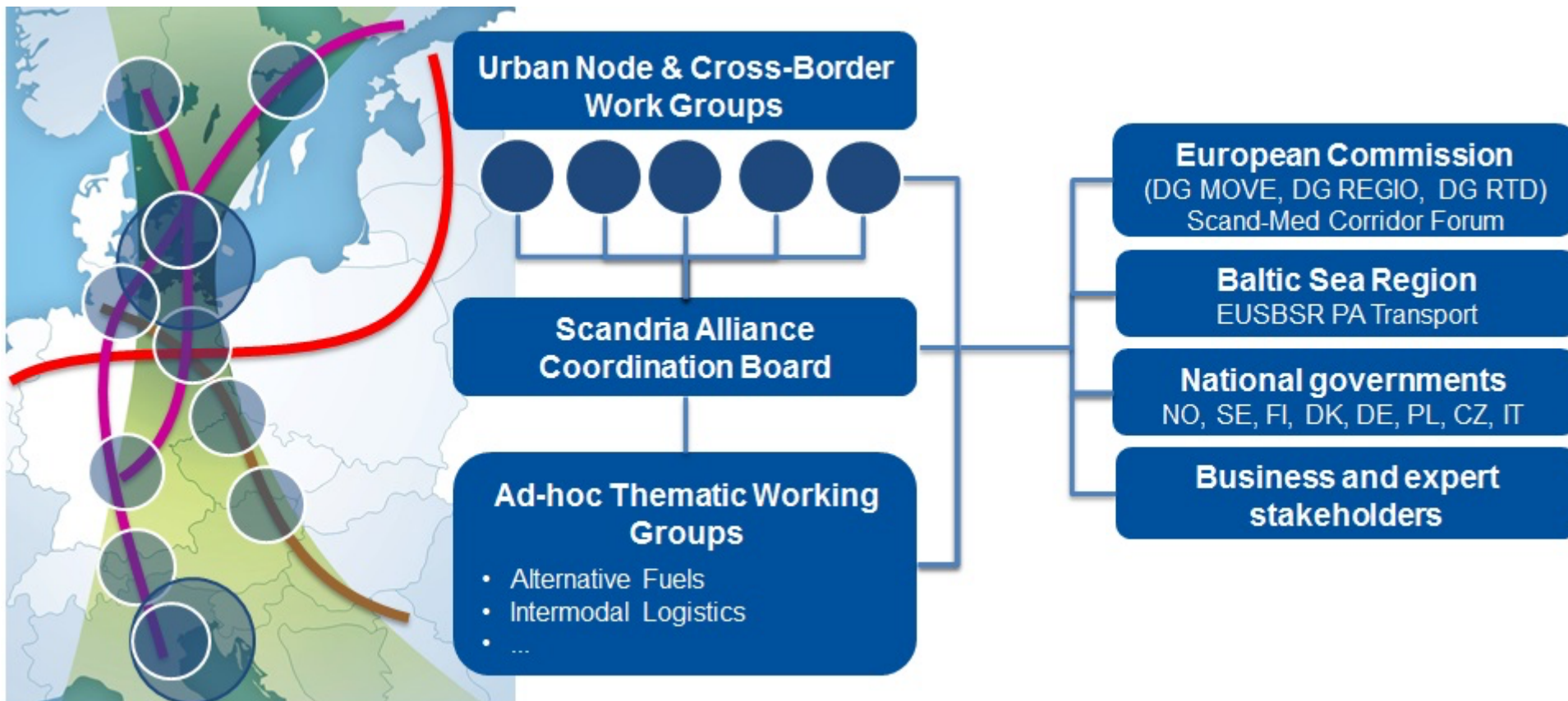
Gothenburg Harbour is Scandinavia`s biggest and most important harbour. This is also the most important harbour for Norway.The motorway E 6 and a railway (mostly single tracks) links up the harbours in Oslo,Gothenburg and Malmø/Copenhagen. A continuous double track railway with high capacity for both the freight and the passenger rail raffic will improve the situation significantly for more freight transported by rail and sea in the corridor.

Railway system in the corridor links up Oslo airport, Gothenbutg airport and Copenhagen airport,,but the present system is too slow and is nor competitive compared to travelling by air or by road. A modern and efficient InterCity/HighSpeed system would alter this significantly by halving the journey times.

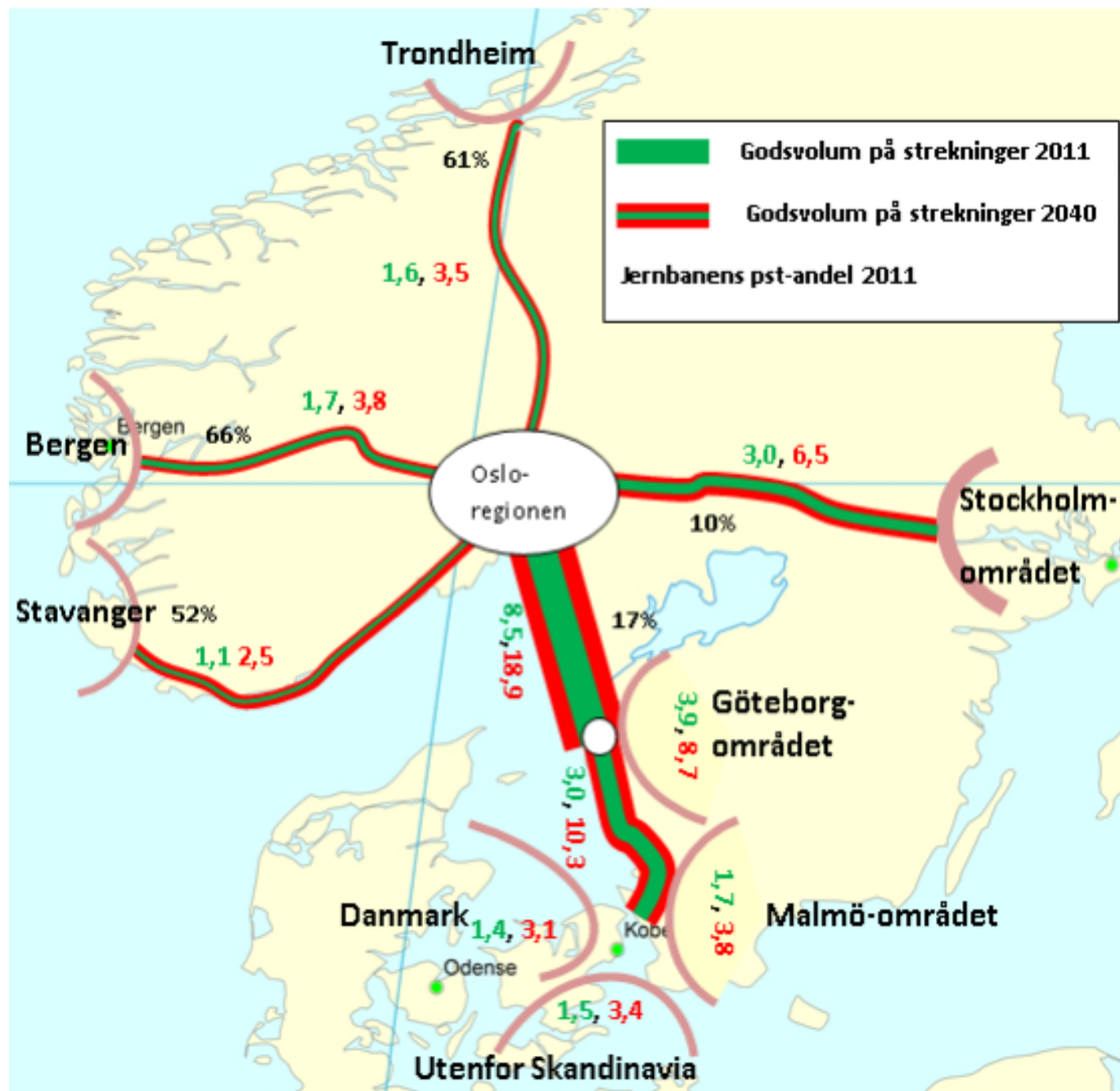
Hvorfor er COINCO North korridoren viktig?

- 3 land, 4 storbyregioner, 2 hovedsteder - dette er den skandinaviske 8 millionersbyen.
- Skandinavias tettest befolkede område. Av 19,3 millioner innbyggere bor 8 millioner i korridoren. Oslo-Gøteborg-København.
- Høyeste antall av studenter, forskere og kunnskapsintensive næringer.
- 29 universiteter og høyskoler
- 260 000 universitetsstudenter
- 14 000 forskere
- 22 vitenskapsparker/inkubatorer
- Lange transportavstander og stort etterslep spesielt når det gjelder investeringer på jernbane fører til konkurranseulempen for næringslivet og begrenser samhandlingsmulighetene.
- Gøteborg er Skandinavias største og viktigste havn. Over 50% av Skandinavias industrielle kapasitet er å finne innenfor en radius på 300km fra Gøteborg.
- Kastrup er Skandinavias største lufthavn med høyest antall interkontinentale forbindelser. Flyplassen er avgjørende for Skandinavias globale konkurransekraft og sentral også for svensk og norsk næringsliv. Flypassledelsen er positiv til et Skandinavisk høyhastighetstognettverk linket opp mot flyplassen og sier dette vil styrke deres internasjonale konkurransekraft.
- Oslo-Gøteborg-København er Norges viktigste godskorridor for import/eksport, men utgjør en stor miljøutfordring ettersom store godsvolumer fraktes på vei. Åpningen av Femern Bælt vil ytterligere styrke lastebilenes konkurransedyktighet og skape vekst i transitt-trafikken både for Danmark og Sverige. 2400 lastebiler passerer grensen mellom Norge og Sverige daglig. Jernbanens markedsandel for godstransport er bare 17%.





Future goods volumes
by rail between Oslo–
Göteborg–Copenhagen
– The Continent



Freight volumes to/from Oslo
(exclusive. ship). Cargo-

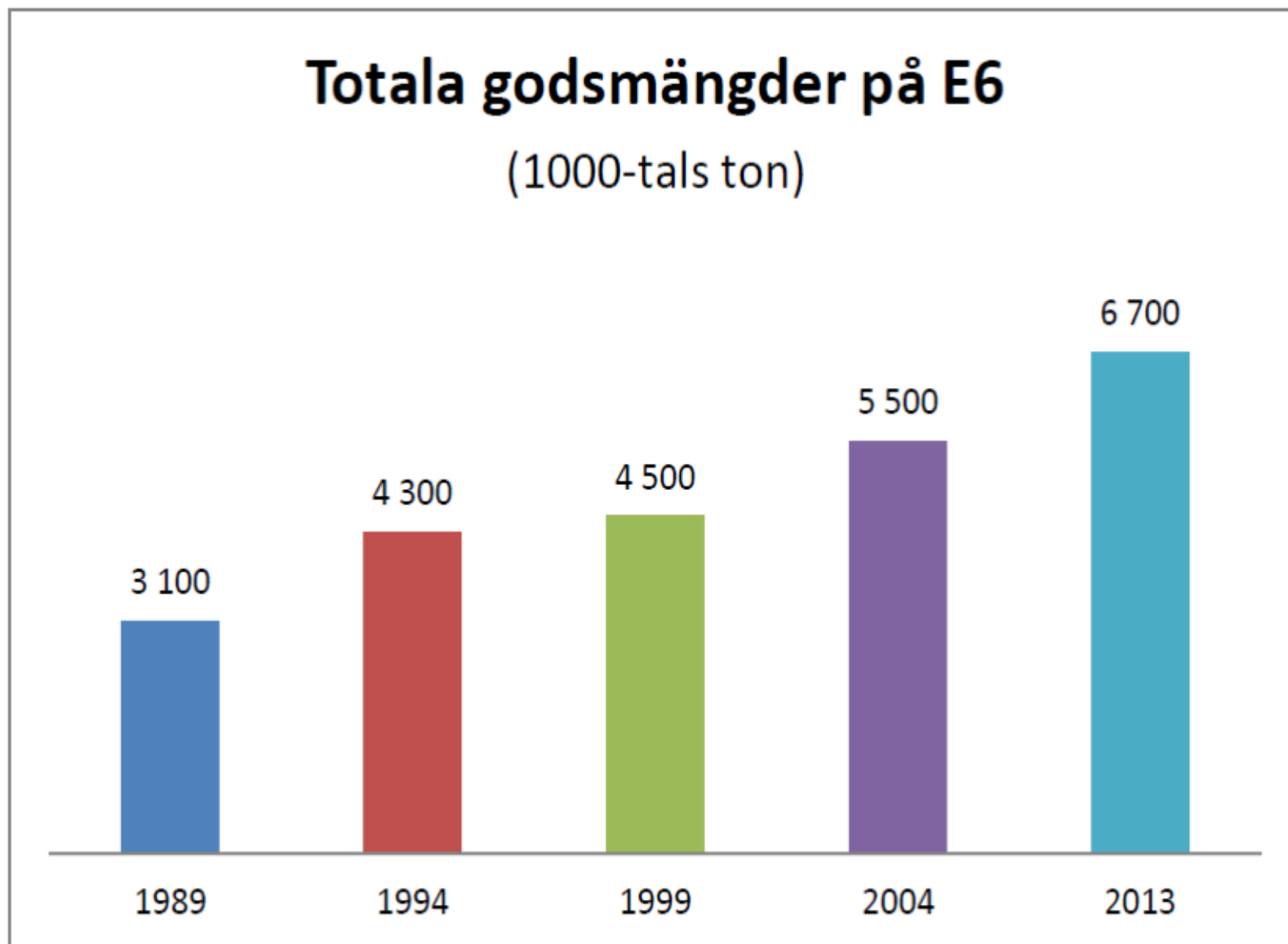


Diagram 3.5: Godsmängder på E6 (1000 – tal ton) 1989 - 2013