

”International Transport Projects and the Development of Intermodal Transport Corridors
– Experiences from the EU Programme Interreg III B North Sea.

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The EU programme Interreg III B North Sea (The North Sea Programme) has in between 2000 and 2006 supported a number of research and development projects on freight transport corridors in the North Sea Region. The workshop will include a short introduction to the North Sea Programme and EU policy in the field of freight transport. 5 different projects will be briefly presented to lead the way for a debate on freight transport corridors and regional development.

The North Sea Programme www.interregnorthsea.org

The North Sea Programme works with cutting edge policy areas relating to spatial development in the North Sea region. It provides the opportunity for organisations to work together on transnational projects.

Four Basic Principles in Interreg IIIB North Sea:

Spatial Development: Where/In what area development happens. It seeks to integrate work done in many different sectors in order to achieve sustainable development

Transnationality: Cooperation between different levels of government (e.g. local and regional), NGOs, research institutes etc. in different countries.

Sustainable Development: The integration of environmental, economic and social issues.

Cross-Sectorality: Involving a wide range of sectors in decision-making.

One measure is “Improve the integration of rural and maritime areas in national and international transport networks”. This Measure aims at improving sustainable transport links focusing in particular on rural and maritime areas. Projects under this Measure are expected to contribute towards identifying gaps and potential improvements to transnational policies and investment plans, and integrating remote and peripheral areas into sustainable international transport networks.

Another Measure is ”Development of spatial integrated strategies on transportation networks and the promotion of intermodal transport systems”. This Measure aims at improving transportation networks with an emphasis on intermodality. Projects under this Measure are expected to contribute in a significant way towards improving transportation networks, and increasing use and effectiveness of intermodal transport systems.

In this workshop 5 ongoing or completed projects will be presented:

- Nordic Transport political Network www.ntn.dk
- REMARCC II www.remarcc.net

- Sustaccess www.sustaccess.org
- Sutraneet www.sutraneet.org
- Northern Maritime Corridor www.northernmaritimecorridor.no

The topic is very as the new Objective 3 North Sea Programme is in the making. It will be launched in 2007 and build on the previous programmes. The focus will be innovation and strategic projects. At the same time EU is focused on developing intermodal transport corridors through supporting "Motorways of the Sea".

Sustaccess www.sustaccess.org

Sustaccess freight: Udvikling af de regionale transportsystemer – behov for ny innovation

En gateway er en bred betegnelse for et knudepunkt i transportsystemerne. Det kan være en international containerhavn, en kombiterminal, et transport- og logistikcenter. En gateway sikrer konsolidering af gods, viden, informationssystemer mm. og varetager hermed opkoblingen af de regionale transportstrømme i det globale transportsystem.

Sustaccess – freight projektet skal gennem konkrete udviklingsprojekter sikre ny viden og dermed bedre forståelse af gatewayfunktionen i det globale transportsystem. Projektet er etableret i samarbejde med Gøteborg regionen i Sverige, Padborg Transport og Logistikcenter, Emsland i Tyskland, Perth og Aberdeenshire i Nordøstskotland og gennemføres med støtte fra EU's Interreg North Sea program.

Den grundlæggende ide i projektet er gennemførelse af udviklingsaktiviteter i en række gateways og deres bagland i samarbejde mellem aktører inden for offentlig forvaltning, infrastrukturforvaltere, vidensudbydere (uddannelse og forskning) og private virksomheder.

1.1 Forskellige generiske koncepter

Gennem konkrete udviklingsprojekter i de 5 regioner afprøves i alt 8 forskellige generiske koncepter for udvikling af samspil mellem private og offentlige initiativer i den regionale transportplanlægning: I Sustaccess vil der fra de forskellige delprojekter ske en opsamling af viden og erfaring med udgangspunkt i de 8 identificerede koncepter. Herved skabes grundlag for en systematisk udvikling af nye innovative transportkoncepter i den regionale transportplanlægning. De 8 generiske koncepter er:

1. Dryport

En "dryport" er en terminal i baglandet for en større havn. Konsolidering af gods og containere her kan bidrage til at øge den samlede godsomsætning over den store havn, og det kan åbne mulighed for at anvende bane eller skib i ledet mellem dryport'en og havnen. Gøteborg havn udbygger aktuelt et netværk af dryports i sit bagland.

2. Transport Logistik Centre

Udviklingen af samspillet mellem virksomhederne i et transportcenter kan bidrage til bedre effektivitet i det samlede transportsystem. Desuden kan koncentration af godsmængder i

centret skabe grundlag for udvikling af intermodale transport. I Tyskland er etablering af transportcentre en del af den nationale og regionale transportplanlægning.

3. Udvikling af gods med bane

På både nationalt og internationalt plan er der fokus på udvikling af mere godstransport med bane. Erfaringerne er imidlertid også, at barriererne herfor er ganske betydelige. Der kan derfor peges på potentialet i udvikling af samspil mellem den private sektor og de offentlige myndigheder, så udvikling af rammebetingelser og udvikling af de kommercielle transportløsninger understøtter hinanden optimalt.

4. Udvikling af godstransport i mindre og mellemstore havne

De mindre og mellemstore havne vil fortsat spille en vigtig rolle i det samlede transportsystem. Det vil være inden for særlige varegrupper, typisk bulk. Det må forventes, at godsomsætningen vil blive koncentreret på en række havne inden for dette segment. Havne, som skal udvikles, må opgradere deres kompetencer inden for logistik og håndtering.

5. Transportakse

I det regionale projekt "EmsAxis" er grundfilosofien at sammenkæde en række forskellige elementer i den regionale transportinfrastruktur i en transportakse. Målet er via mere effektivt samspil at udvikle nye transportløsninger, og at transportaksen kan danne ramme for markedsføring og udvikling af transport og logistik i regionen.

6. Udvikling i kompetenceklynger

Den amerikanske økonom Michael Porter satte i slutningen af firserne fokus på betydningen af samspillet mellem rammebetingelserne og udviklingen af særlige kompetenceklynger. Han pegede på 4 områder (Porters diamant), inden for hvilke samspillet kan være afgørende for udvikling af særlige industrielle styrkepositioner. I Sustaccess er udvikling af samspillet inden for Porters diamant et af midlerne til udviklingen af de regionale transportkompetencer – og hermed et middel til udvikling af effektive transportsystemer.

7. Logistikregioner

Ikke alle regioner i Europa har den samme logistikprofil. Analyse og beskrivelse af de særlige karakteristika for en region som logistikregion kan således være et effektivt værktøj til den fortsatte udvikling af regionens særlige kompetencer.

8. Jernbaneterminaler

Kombiterminalerne har en vigtig rolle for udviklingen af den kombinerede trafik. Der kan peges på en række forhold, som er afgørende herfor: Udformningen af terminalen - Det teknologiske udstyr på terminalen - Forvaltningen af terminalen - Samspillet mellem terminalen og virksomheder op til terminalen.

Northern Maritime Corridor www.northernmaritimecorridor.no

The main industries in Northern Europe are the exploitation of renewable and non-renewable resources which are primarily consumed in more southerly parts of Europe. The transport of these resources has shifted away from shipping towards road transport, with more lorries going onto the roads representing a challenge for sustainable transport. "The Northern Maritime Corridor- North Sea Region" (NMC) aims to develop safe, efficient and sustainable maritime transport solutions for transport from the Barents Sea region, along the Norwegian coast and the North Sea region down to the rest of Europe, connecting both the coastal regions bordering the North Sea and manufacturing industry in the North Sea basin with industrial developments in the Barents region. The NMC project aims to transfer goods from truck to ship, reduce emissions and congestion on road systems in Western Europe, improve the efficiency of inter-modal systems connecting sea, road, rail and inland waterways and improve the competitiveness of the coastal industries around the North Sea region.

The outcomes are expected to be the development of new concepts for transport and logistics for the transport of seafood, new maritime transport concepts in the petroleum sector investigating both the present situation in the North Sea and future possibilities in the Barents sea region, and the implementation and harmonisation of risk management strategies to secure the sustainability and safety of the Northern Maritime Corridor. Additionally, an international network connecting clusters in the different regions will be established.

NMC involves six linked strands.

1. Regional Maritime Clusters involves the establishment of a regional work plan, supervising regional activities, and the development and implementation of regional strategies and action plans for activities by all project partners.
2. Promotion of short sea shipping and the development of new services in the NMC.
3. Seafood transport and logistics. Analyses focused on constraints in transferring seafood from truck to maritime transport.
4. Maritime Transport in the Petroleum Sector. Focuses on the analysis of present and potential situations.
5. Development of a Sustainable NMC and will include an assessment of what changes in risk exposure the development of NMC will contribute to and the risk management strategies that have to be developed and implemented.
6. Management and Technical assistance, which, among other things, includes the overall marketing of the NMC project.

Significant work has been carried out on the project in all areas. The Norway-Benelux intermodal service for seafood project partnership was fully established at the beginning of 2005. The project comprises rail transport from Northern Norway to Oslo and Kristiansand, and sea transport further to Groningen and Zeebrugge. In February, the lead partners in NMC North Sea and Northern Periphery presented the NMC with a focus on NMC as a Motorway of the Sea at a meeting with DG TREN, Unit for Motorways of the Sea, in Brussels.

REMARCC II www.remarcc.net

Road traffic is increasing faster than economic activity, leading to increased congestion and pollution in many of Europe's cities. Much of this congestion is due to the movement of freight by road. The main aim of "Network of Regional MARitime Competence Centres II" (REMARCC II) is to create and promote competitive and sustainable intermodal transport systems in the North Sea region with waterborne transport (short sea shipping and inland navigation) as the main leg.

The overall strategic outcomes are to develop logistics competencies, optimisation and marketing. As a result there will be improved and enhanced interaction and communication processes within regional maritime clusters. Certification systems for intermodal transport, efficient organisational processes in intermodal transport, solutions through electronic information services to optimise the supply chain, optimised use of physical transport networks and the development, establishment and improvement of transnational transport networks on a business and administrative level will also be outcomes of REMARRC II.

REMARCC is divided up into three work areas (regional strategies for logistic competencies, logistic optimisation and logistic marketing) and six practical workpackages (WP)

1. North Sea Logistic Cluster.
2. Organizational Knowledge Management Processes in Intermodal Transport and Logistics.
3. Coaching and Training in Intermodal Transport and Logistics.
4. North Sea Quality Circle.
5. Intermodal and Supply Chain Optimisation.
6. Promotion Strategies for Short Sea Shipping and Inland Navigation in Intermodal Transport and Logistics, includes regional promotion strategies for waterborne transport.

The project has developed a concept for an internet based promotion instrument, which has been presented and discussed among the project partners. The idea of the concept is to set up a portal about short sea shipping and inland waterways in the North Sea Region using the name www.northseashipping.org. The project aims to provide actual information, news and events about waterborne transport in the North Sea. A first version of a learning exhibit about the role and relevance of waterborne transport in the North Sea Region has been developed.

Sutranet www.sutranet.org

Det overordnede formål med SUTRANET projektet er at forbedre informationsgrundlaget for beslutninger vedrørende udbygning af transportforbindelserne i Nordsø-regionen, med særlig vægt på godstransport organiseret som enhedslaster. Et forskningssamarbejde på tværs af landegrænser søges fremmet i Nordsø-regionen med fokus på praktisk orienterede problemstillinger og gennem inddragelse af relevante trafikpolitiske beslutningstagere, infrastruktur ejere og kommercielle operatører. Det er derfor vigtigt at der foregår en dialog mellem forskere og repræsentanter for transportsektorens aktører om udviklingsarbejdet i SUTRANET.

Projektet er opdelt i følgende fire indbyrdes sammenhængende delemner:

1. Konsolidering af netværket for forskning og udvikling på transportområdet i Nordsø-regionen.
2. Udvikling af konceptet "Nordsø Motorvejen(e)".
3. Transport- og logistikcentre.
4. Træningsprogram for virksomheder og arbejdsstyrke i intermodal transport.

Et af de udvalgte geografiske fokus-områder for SUTRANET er transportkorridoren Norge-Jylland-Kontinentet. Et konkret sigte med SUTRANET projektet i relation til denne korridor er forskning og udvikling indenfor temaer som 1) strategisk regional planlægning på transportområdet, 2) fælles databaser for søtransport med vægt på enhedslaster og 3) udviklingsscenarier for transportkorridoren. Nogle hovedspørgsmål i denne sammenhæng er:

- Hvordan skal trafikhavnene i Jylland og Norge knyttes til det netværk, som skal betjene "Nordsø Motorvejene" samt til landtransport-forbindelser?
- Hvad er fremtiden for godsbaneforbindelsen Norge-Jylland-Kontinentet, herunder hvordan inddrages færgeruterne mellem Jylland og Norge og hvilke organisatoriske/institutionelle løsninger er påkrævede?
- Hvordan fremmes kombinerede ("intermodale") transportløsninger i havnene og i korridoren som helhed?

SUTRANET blev godkendt i september 2004 som et projekt under Interreg IIIB Nordsø-programmet. Det har i alt ti partnere fordelt på Danmark, Norge, Sverige, Tyskland, Holland og Skotland med Aalborg Universitet, Institut for Samfundsudvikling og Planlægning, som "Lead Partner". Projektet afsluttes 31. marts 2007. Yderligere information om SUTRANET kan hentes på projektets hjemmeside www.sutranet.org.

NTN www.ntn.dk

The project was divided into four overall work packages (WP):

1. Formulating policies and objectives in the region and distributing new knowledge to partners inside and outside the region.
2. Establishment of a common database with data to support decision-making, and the development of methods for providing this data in a form suitable for the partners. The database developed is a tool for the regions to use in their planning and regional development and it is accessible on our website www.ntn.dk NTN was part of "Calculation of the International Transit Traffic through Denmark" together with private stakeholders – this work highlighted the importance of the corridor to the industry.
3. Transport network, terminals and route structures in the corridor. This WP contained 3 reports
 - Transport and infrastructure in North Western Germany
 - Analysis of performance in Scandinavian shortsea shipping links

- Transport Networks, Terminals and Route structures in the NTN Corridor
- 4. Sustainable transport solutions in the NTN corridor. NTN arranged a European conference on Sustainable Goods and Passenger Transport in Kristiansand, Norway. Approximately 110 participants attended the event and over 40 good practice cases were presented.

As part of WP 4 the “Hydrogen Link” project was developed. This is a study project for a Green Nordic Hydrogen Transportation Corridor stretching from the South of Norway to Hamburg via Denmark. Here a corridor will be outlined to connect the Norwegian Hydrogen Road with Western Denmark and Hamburg. In “Hydrogen Link” NTN is taking the first steps towards transnational cooperation on the creation of a cross-border infrastructure of hydrogen filling stations in 4 countries: Denmark, Norway, Sweden and Germany. This activity attracted political attention, attention from business and developers, and last but not least from the media.

The work with on Goods on Rail made NTN come closer to national decision-making – trying to put transnationality on the agenda. NTN wrote the Danish Minister of Transport twice to stress the fact that goods on rail through Denmark is important to all of Scandinavia and we are still hoping for national support for effective and sustainable rail solutions. In spring 2005 the political steering group submitted a letter to the Danish Minister of Transport encouraging the Minister to make sure that the Danish state will develop framework conditions to will make goods transport and Energy by rail attractive to enterprises. NTN has worked with goods on rail especially in Denmark as goods on rail is in danger of disappearing in the NTN area.

The final report “Efficient and Sustainable Transport Corridors” draws up the conclusions from the projects and the strategies for the future:

Mission:

A transport corridor with options characterised by efficient and sustainable transport solutions across borders.

Vision:

Transports should be made a position of strength for the regions in the corridor.

A competent network in an active interaction with politics, industry, business, experts and administration in the regions covered by the corridor - visible on a nationwide and worldwide scale.

Strategy:

1. The NTN Corridor as a platform for international cooperation
2. A better platform for decision making
3. A corridor with options
4. Sustainable transport
5. A Hydrogen Corridor

Based on the 5 strategies, a total of 10 actions were prepared:

1. Make the project results and findings visible.
2. Maintain and update the website www.ntn.dk
3. Arranging an annual NTN conference.
4. Position the corridor in national and international transport politics.
5. Enhance the regional planning in an international approach.
6. Maintain statistics database and monitor the traffic development.
7. Develop the Corridor as an Intermodal Corridor By land, containers and exchangeable trailers are options for connected further transport by lorry or by rail.
8. Establish and maintain indicators of sustainability
9. Regional policy for sustainable goods transport
10. Ensure a Nordic cooperation for the hydrogen corridor. The NTN has initiated the preliminary work to establish a "hydrogen corridor". One task will be securing a Nordic cooperation between the Danish, Norwegian and Swedish initiatives and to work for an international cooperation. Another task will be one of funding the establishing of test sites.