

# Modern Logistic Solutions



between Scandinavia, Central Europe  
and the Adriatic Sea

The Scandinavian-Adriatic  
Corridor of Innovation  
and Growth





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## Scandria Introduction

**The Scandria Corridor from Scandinavia via Eastern Germany and further south is the shortest connection between the Adriatic Sea, Central Europe and Scandinavia.** Highly-productive and innovative regions and efficient North-South Connections link more than 110 million people in eleven European states and eight capitals.

The Scandria Corridor stands for safe, efficient and environmentally sound transport. It supports innova-



Scandria supports green cargo transport by train

tive logistics solutions, relying on intermodal transport and first-class transport links. But most of all it is a dynamic business region, connecting the most advanced knowledge-driven economies throughout Europe.

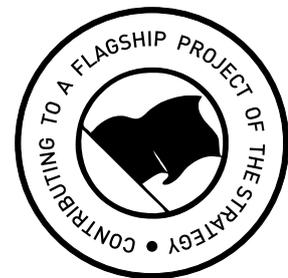
The political initiative for the Scandria Corridor was started by the East German federal states. Their ministers responsible for regional development signed the „Berlin Declaration“ of November 2007, demanding „an attractive transport infrastructure as well as internationally competitive and efficient means of transportation within the Scandinavian-Adriatic Development Corridor“.

The declaration was followed by the COINCO-charter in March 2008, in which regions from Norway, Denmark, Sweden and Germany committed themselves to jointly develop „one of the most competitive, sustainable and liveable regions“. Based on this development, in 2008 the German Federal Ministry of Transport,

Building and Urban Development supported the development of concrete EU funded cooperation projects.

The Scandria Project was approved in EU's Baltic Sea Region Programme in June 2009. 19 partners from Germany and Scandinavia cooperate for a green and innovative transport Corridor and promote a new European economic core area until summer 2012.

Focusing on the area from Stockholm and Oslo via the Öresund Region to Berlin, Scandria contributes to the EU Strategy for the Baltic Sea Region, facilitating the coordination of the national transport policies and infrastructure investments in order to improve co-modality and road safety.



Scandria contributes to the EU strategy for the Baltic Sea Region

Regarding Green Corridor Development, Scandria partners cooperate closely with the Swedish Green Corridor Initiative, the EU research project Super-Green and the transnational cooperation projects East West Transport Corridor II (EWTC II) and Trans-Baltic.



Scandria – a strong partnership for an efficient transport Corridor

Scandria has close ties to similar projects in Northern and Central Europe. There is a very intensive cooperation with the project South-North Axis (SoNorA), which focuses on the corridor leading from Berlin and Poland southwards via Vienna and Prague to the northern Adriatic ports. Another partner project is Transitects, which focuses on North-South-transport via the Alps. In Scandinavia, close contacts are established to COINCO-North, aiming on infrastructure development within the Oslo-Gothenburg area.

Very important for the Scandria Corridor development is the involvement of business stakeholders. The North-South-Initiative, representing businesses and chambers of commerce from Sweden to the Veneto

Within the three years of project lifetime, this strong partnership is going to elaborate an action program that sets the course for the future corridor development.

More information can be found on the project website: [www.scandriaproject.eu](http://www.scandriaproject.eu)

There you can find additional Scandria-brochures in the Media & Ressources section.

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The Scandria Corridor connects North and South along the transition zone between west and east

region, is therefore an essential partner of Scandria. Until now, the Scandria initiative has grown to a broad cooperation of more than 100 stakeholders from politics, administration, science and business. It ranges from Oslo to Venice and from Stockholm to Milan.

## The Scandria partner regions and their major road and railway network



## Logistics in the Scandria Corridor

**Within the Scandria project, the intensive networking of transport companies and logistics systems plays an important role.** The goal is to develop an efficient, modern and high-performance transport corridor in accordance with the European „Green Freight Transport Corridor“ concept. Already now, the Corridor is a viable alternative to the routes via Hamburg. Transport creates positive synergy effects for the regional economy. Logistics hubs are often central points for industry development. The Scandria project dedicates a whole workpackage to improving logistics in the Scandria Corridor and promoting innovation within logistics ([www.scandria.eu](http://www.scandria.eu)).

### Scandria study: substantial savings potential

A Scandria study concludes that using the Scandinavian-Adriatic Corridor is often the fastest and most cost-efficient solution and saves CO<sub>2</sub> emissions. E. g. the shortest transport route from Bavaria to Sweden leads through the Scandria Corridor. As a basis for that, the Corridor offers a network of well-developed and congestion free motorways and high-performance rail connections. There is also an outstanding offer of logistic services. For example, numerous RoPax and RoRo ships depart from the Baltic Sea ports within the Corridor, including the railway ferries Rostock-Trelleborg and Sassnitz-Trelleborg. An estimation of transport flows based upon economic indicators conducted by the Technical University of Applied Sciences Wildau certifies the existing potential of the Corridor.

### Key function for ports and logistics centers

In addition to important free capacities, the Corridor also has substantial growth potential. According to the 2025 German maritime transport forecast, the overall cargo handling in the ports of Mecklenburg-Vorpommern will more than double from almost 30 million t in 2004 to more than 73 million t in 2025. Within the parameters of this development, a key function will be assigned to the Corridor ports in Ro-

stock, Sassnitz, Gedser, Trelleborg, Malmö, Gothenburg and Halmstad.

In addition to these ports and those at the Adriatic coast, the Scandria Corridor covers several logistics centers and hubs of European significance: e. g. Gothenburg, Øresund Region, Baltic and Adriatic ports, Hub 53/12° and Berlin.

The Øresund region is considered to be the main gateway to Sweden and Norway within the Scandria Corridor. The Capital Region Berlin-Brandenburg has three intermodal freight villages playing an important role for transferring goods in the north-south-direction. Project partner Hub 53/12° (located between Rostock and Berlin) consists of a couple of smaller cities which jointly market their potential as a logistics business region.

### Green corridor with perspectives

The Scandria Corridor is turning into a sustainable, i. e. cost and time efficient, socially acceptable and environmentally friendly corridor, which means it fulfills the general criteria of a green corridor. It is the direct connection from the Adriatic Sea to Scandinavia. Using the corridor means avoiding loop ways and saving time, costs, and also reducing green house gas emissions. The Corridor is also less congested than the routes via Western Germany which makes transport even more efficient and environmentally friendly. Green logistics are very important regarding climate change. The demand for efficient transport is growing among customers and thus among logistics operators. They can benefit from using the Scandria Corridor. The project is analyzing several innovative solutions for logistics and thus – among other topics – contributing to the „greening“ of the Corridor.

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## Mecklenburg-Vorpommern – Natural hub in the Scandria Corridor

Information about the region	
Size of the region <sup>1</sup>	23,191 km <sup>2</sup> (2011)
Number of inhabitants <sup>1</sup>	1.6 mio (2011)
GDP per capita <sup>1</sup>	21,200 € (2009)
Export <sup>2</sup>	7,183 mio € (2011)
Import <sup>2</sup>	4,498 mio € (2011)
People employed in the transport/logistics sector <sup>3</sup>	31,000
Most important hubs and ports	
Rostock	22 mio t (2011)
Sassnitz/Mukran	5 mio t (2011)
Wismar	3 mio t (2011)

Sources: <sup>1</sup> Eurostat, <sup>2</sup> Statistisches Bundesamt Deutschland, <sup>3</sup> Logistikinitiative Mecklenburg-Vorpommern

**With a dense network of larger and smaller ports Mecklenburg-Vorpommern offers the best conditions for shipping.** There are various ferry, ro/ro and tramp connections for bulk cargo. And the ports are flexible – new market needs can be fulfilled quickly. Within the Scandria Corridor, Mecklenburg-Vorpommern is an important transfer location for freight transport to and from Scandinavia. The modern ports are not only transfer points, but also industrial clusters (offshore, steel etc.) and logistic locations.

Transport within Mecklenburg-Vorpommern leads you through an extensive system of congestion free motorways. With a railway network of approx. 1,700 km, rail transport is possible without any problems.

An extensive intermodal rail network connects Rostock with many destinations across Europe, e. g. daily connections to Verona, Basle and Hamburg as well as to different locations in Central and South Europe like Vienna, Wels, Novara and Brno. The logistics industry in Mecklenburg-Vorpommern steadily works on new connections to Central and South East Europe.

### Best practice:

A new Motorways of the Sea project between Rostock and Gedser has been approved in 2010. Scandlines has recently commissioned two new ships for the connection of Rostock and Gedser. By summer 2012, these ferries will double the freight capacity and transport 1.5 times as many passengers as the ferries in service today. The loading and unloading process will continue to take only 15 minutes. Additionally the ferries can be equipped with LNG technology (liquefied natural gas). Moreover, a second Motorway of the Sea has been established between Rostock and Trelleborg, aiming at the improvement of intermodal transport flows between Scandinavia and Central Europe.



Mecklenburg-Vorpommern is an ideal location for maritime logistics.

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## Østfold, Akershus and Oslo – The entrance to Norway

Information about the region	
Size of the region <sup>1</sup>	9,554 km <sup>2</sup> (2011)
Number of inhabitants <sup>1</sup>	1.1 mio (2011, only Oslo and Akershus)
GDP per capita <sup>1</sup>	55,900 (2009, Norway)
Export <sup>2</sup>	2.7 mio t (2008)
Import <sup>2</sup>	3.5 mio t (2008)
People employed in the transport/logistics sector <sup>3</sup>	no data
Most important hubs and ports	
Oslo port <sup>3</sup>	5.7 mio t (2011)
Borg Havn IKS <sup>3</sup>	2.8 mio t (2011)
Moss <sup>3</sup>	0.4 mio t (2011)

Sources: <sup>1</sup> Eurostat, <sup>2</sup> related to road transport only <sup>3</sup> Oslo, Borg and Moss port homepages

**Due to the physical barrier of the Skanden mountains there are only few road or rail connections from Sweden to Norway.** One of them leads through south-east Norway. Transport from southern Sweden to Norway – e. g. from the Øresund region or Gothenburg – crosses this region. For that reason, out of Norway's annual goods turnover of 24 million tons, 40% is handled in the regions of Østfold, Akershus and Oslo.

Norway's central north-south road connection, the E6 (starting in Trelleborg in southern Sweden) runs through these regions. From Oslo there is also access to the railway connection to northern Norway as well as to locations west and south of Oslo.

### Best practice:

The port of Oslo is Norway's biggest port – both with regard to freight and passenger transport. Due to its location in the middle of the city, Oslo port has set a strong focus on reducing green house gas and noise emissions. With an annual turnover of 5.9 million tons (2008), this is not an easy task. The environment plays an important role when planning, developing and running the port. For the first

time in 2001 the port received a certification for the international environment standard ISO 14001. The port has taken this as a motivation to do even more to become greener. E. g. the energy usage of the port buildings has been reduced by 20 % between 2004 and 2008. Currently it is planned to have the ships connected to an electricity plug during their stay at the port.

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## Jyväskylä – A region of expertise

Information about the region	
Size of the region <sup>1</sup>	21,672 km <sup>2</sup> (2009)
Number of inhabitants <sup>1</sup>	272,784 (2009)
GDP per capita <sup>1</sup>	28,102 € per capita (2007)
Export <sup>2</sup>	1,318 mio € (2009)
Import <sup>2</sup>	483 mio € (2009)
People employed in the transport/logistics sector <sup>3</sup>	no data
Most important hubs and ports	
Sköldvik (Mainly liquid goods) <sup>4</sup>	22 mio t (2011)
Helsinki <sup>4</sup>	10 mio t (2011)
Hamina/Kotka <sup>4</sup>	16 mio t (2011)
Naantali <sup>4</sup>	8 mio t (2011)

Sources: <sup>1</sup>Keskisuomi.info, <sup>2</sup>Statistics Finland, <sup>3</sup>Finnish Customs, <sup>4</sup>Finnish Port Association

**With about 170,000 inhabitants and more than 10,000 companies, many of which operate in the global market, Jyväskylä is one of the fastest growing regions in Finland.** The most important aspect that attracts businesses to this region is its geographically central location. It is logistically advantageous within both Finland and Europe, along with a comprehensive array of know-how in a myriad of professional fields and education services.

### Link from the Scandria Corridor to eastern Europe and Asia

The location of the Jyväskylä region at the heart of Finland is optimal with excellent transport links by air, road and rail within Finland and Europe. Finland also plays an important role in the supply chains which reach deep into Eastern Europe and Asia. Jyväskylä has excellent road connections all over Finland, Scandinavia and Europe. Its railway connections lead to Sweden, Europe and via Russia to China.

Good road connections from Jyväskylä to all ports in Finland guarantee a successful foreign trade. From our ports there exist RoRo- and LoLo-connections to big ports in Sweden and Northern Europe. Via these large hubs the goods can be delivered efficiently and quickly to customers all over the world.

Railway traffic from Finland and through Finland is developing all the time. New passenger and cargo transport connections have opened and will be opened in increasing frequency. These fast and efficient connections will open new markets in economically fast growing regions.

Jyväskylä closely cooperates with partners in the Scandria project to develop an innovative joint transport network throughout Europe. The region connects the corridor with Eastern Europe and Asia.

### Best practice:

At Innoroad Business Park high-quality business networks are to be found in the road transport sector (e. g. transport service companies) which businesses can use to manage their logistic requirements. Here they receive the support they need for developing their expertise and business operations.

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## Halland – Connected to Kattegat and the Nordic Triangle

Information about the region	
Size of the region	5,719 km <sup>2</sup> (2010)
Number of inhabitants	0.3 mio (2010)
GDP per capita	34,646 € (2008)
Export	no data
Import	5,157
People employed in the transport/logistics sector	5,157
Most important hubs and ports	
Halmstad	2.10 mio t (2009)
Varberg	1.64 mio t (2009)
Falkenberg	0.41 mio t (2009)

### With a dense network of ports Halland offers flexible and attractive shipping and logistics.

The ports in Halland are Halmstad Port, Falkenberg's Terminal and Terminal West (Varberg). Compared to the major adjacent ports such as Gothenburg and Helsingborg, relatively small volumes are handled. But if we consider the fact that the ports are located close to one another, the picture appears somewhat different. In addition, the ports have to be assessed according to the nature of the goods that they handle. Varberg is one of the major sawn timber goods ports in Sweden.

The ports are connected to high class infrastructure. The railway Väst kustbanan and motorway E6 are included in the Trans-European transport network (TEN-T) as a part of the Nordic Triangle Stockholm - Oslo - Copenhagen.

The majority of the Väst kustbana is built as a double track. The final section of the enlargement of the double track through Halland is the extension of a city tunnel in Varberg.

The proximity to high class infrastructure caused many logistics companies to establish their headquarter in Halland, such as Biltema and Netto.

### Best practice:

Halmstad harbour is offering environmental friendly transport solutions with two new railway shuttles Halmstad - Norrland and Halmstad - Västerås/Mälardal.



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Halmstad offers flexible and attractive shipping and logistics

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## Berlin-Brandenburg – Vibrant hub at the heart of the Corridor

Information about the region	
Size of the region	30,374 km² (2009)
Number of inhabitants	5,954,200 mio (2009)
GDP per capita	24,185 € (2009)
Export	21,188 mio € (2009)
Import	19,692 mio € (2009)
People employed in the transport/logistics sector <sup>3</sup>	150,000
Most important hubs and terminals	
Wustermark <sup>4</sup>	8,000 TEU (2009)
Großbeeren <sup>4</sup>	55,500 TEU (2010)
Freienbrink <sup>4</sup>	On demand
ETTC Frankfurt (Oder) <sup>4</sup>	65,000 TEU (2010)
Inland port Königs Wusterhausen <sup>5</sup>	3 mio t
Inland port Berlin Westhafen <sup>5</sup>	4 mio t

Sources: <sup>3</sup>ZAB, <sup>4</sup>IPG, <sup>5</sup>Port of Königs Wusterhausen, <sup>6</sup>Port Berlin-Westhafen

### Berlin-Brandenburg is a major consumer market with 6 mio inhabitants in the middle of Europe.

Twelve new highways with 790 km of roadway, 1,485 km modernized railway main lines, 900 km of waterways and two international airports connect the most important hub in east Germany with major markets in the world. Within major European transport chains, the intermodal freight terminals in Berlin-Westhafen, Wustermark, Freienbrink, Großbeeren and ETTC Frankfurt (Oder) handle commercial transport in an efficient and flexible way.

Part of the Scandria axis is the HUB 53/12° logistics network crossing the border of Brandenburg and Mecklenburg-Vorpommern. As an initiative of the cities of Güstrow, Pritzwalk and Neuruppin, it connects the Baltic Sea ports and the logistics hubs of Berlin by a railway bypass and offers a variety of business opportunities.

Universities and research institutes in Berlin-Brandenburg have a wide range of logistic expertise, comprising production and transport logistics, auto-

motive, biomass, health and aviation as well as technology applications such as mobile communication, RFID and security technologies.

### Best practice:

Offering green logistics increasingly becomes a competitive factor and yields new economic advantages. Thus, in 2010 the Potsdam Chamber of Commerce and the Logistics Transfer Center Berlin-Brandenburg launched „Green Logistics“ - a multidisciplinary, supra-regional event which provides perspectives from politics, science and businesses in regard to logistics, such as storage / handling, transport, packaging and E-mobility. On the basis of scientific findings and practical examples, the organizers support knowledge and innovation transfer in Berlin-Brandenburg.



Connection to the North and South via the intermodal freight terminal of Grossbeeren

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## Region Zealand – The Gateway to the Öresund Region and Scandinavia

Information about the region	
Size of the region	9,834 km <sup>2</sup> (2009)
Number of inhabitants <sup>1</sup>	819,222 (2011)
GDP per capita <sup>1</sup>	29,467 € (2010)
Export <sup>2</sup>	no data
Import <sup>2</sup>	no data
People employed in the transport/logistics sector <sup>3</sup>	23,639 (2004)
Most important hubs and terminals	
Port of Rödby <sup>4</sup>	5.7 mio t (ro/ro, 2006)
Port of Kalundborg <sup>5</sup>	3.8 mio t (bulk & ro/ro, 2006)
Port of Gedser <sup>6</sup>	1.7 mio t (ro/ro, 2006)
Port of Køge <sup>7</sup>	1.2 mio t (bulk & ro/ro, 2006)

Sources: <sup>1</sup>Region Zealand, 2011, <sup>2</sup>Statistics Denmark, 2012, <sup>3</sup>Godstransportens udvikling i Øresundsregionen, 2006, <sup>4</sup>Statistics Denmark, 2012, <sup>5</sup>Statistics Denmark, 2012, <sup>6</sup>Statistics Denmark, 2012, <sup>7</sup>Statistics Denmark, 2012.

### Region Zealand has a strategically important location in the transport axis between Scandinavia in the East, the mainland of Denmark in the West and the European continent in the South.

The region is well situated in-between the new fixed links to the Western parts of Denmark and the Öresund Region in the East. With the coming new fixed link to Germany via Fehmarn Belt, Region Zealand will truly become a central location for distribution and logistics activities in the Öresund Region and serve as a gateway to the Scandinavian market.

Region Zealand is well connected with 4 and 6 lane highways, and a modern railway network that is being upgraded as part of a new railway corridor between the Öresunds Region and Northern Germany via Fehmarn Belt. These transport corridors are also parts of EU's TEN-T core network. The region has a large cluster of logistics and distribution companies serving the large consumer market in the neighbouring Greater Copenhagen as well as facilitating the mobility of goods for regional, national and international customers in Scandinavia and Europe.

### Best practice:

Despite the many new and coming fixed links connecting Region Zealand to Scandinavia and Europe, there still exist a strong and innovative ferry business linking specialised ferry ports in the region with counterparts in Germany and the Western parts of Denmark. These ferry lines – e.g. Rödby-Puttgarden,



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The great Belt Bridge between Zealand and Fuen

Gedser-Rostock and Kalundborg-Aarhus – serve as vital links in large companies' just-in-time organised distribution systems.

An excellent example is the new investment in large and fast ferries on the Scandlines connection Gedser-Rostock by summer 2012, which will be supplemented by better access and drive-through procedures to minimise time friction at the ports.

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## Region Scania – logistic hub serving Scandinavia and Baltic Sea Region

Information about the region	
Size of the region	11,027 km <sup>2</sup>
Number of inhabitants <sup>1</sup>	1,252,933 (2011)
GDP per capita <sup>2</sup>	31,650 € (2010)
Export <sup>3</sup>	9.85 billion € (2010)
Import <sup>4</sup>	10.48 billion € (2010)
People employed in the transport/logistics sector <sup>5</sup>	21,654 (2006)
Most important hubs and terminals	
Port of Trelleborg <sup>6</sup>	10.8 mio t (ro/ro, 2011)
Port of Helsingborg <sup>7</sup>	8.1 mio t (container & ro/ro, 2011)
Port of Malmö <sup>8</sup>	8.0 mio t (bulk, ro/ro, vehicles, 2011)
Port of Ystad <sup>9</sup>	3.0 mio t (ro/ro, 2011)
Kastrup airport (Denmark)	312,179 t (2009)

Sources: <sup>1</sup> www.scb.se, <sup>2</sup> www.scb.se+www.riksbank.se, <sup>3</sup> www.scb.se+www.riksbank.se, <sup>4</sup> www.scb.se+www.riksbank.se, <sup>5</sup> Godstransportens Udvikling i Øresundsregionen, 2006, <sup>6</sup> www.sverigeshamnar.se, <sup>7</sup> www.sverigeshamnar.se, <sup>8</sup> www.sverigeshamnar.se, <sup>9</sup> www.sverigeshamnar.se

**The importance of Region Scania as a logistic hub is reflected by the cluster of transport nodes, logistic centres and warehouses serving Scandinavia.** The region is the major hub for Swedish import of foodstuff, as well as a distribution centre of the central Baltic hub of motor vehicle trade.

The ports and railway terminals are among the largest in Sweden. Their marshalling yard is one of the three major railway nodes, and Helsingborg is the second largest container port in Sweden which also serves as a combi terminal. Malmö's, Trelleborg's and Ystad's dominating port segment is ro/ro transport (for both trailers and rail cars) between Sweden and Denmark/Germany/Poland.

Region Scania has excellent transport opportunities for both rail and road transport northwards and the transport links are included in the suggested TEN-T core network. Both Trelleborg and Malmö are appointed as core nodes. Apart from ferry connections the Øresund fixed link provides fast railway connection with continental Europe. Even though Kastrup Air-

port is located in Denmark, it can be regarded as part of the logistic cluster serving the region with air freight opportunities.

The prospects for a continued strong development of logistic businesses are very good. The recently opened North Harbour in Malmö offers new space for business and a modern multimodal terminal for ro/ro and container handling with railway access. New logistic areas are planned at railway junctions in both northwest and northeast Scania. The opening of a railway tunnel towards Gothenburg (Hallandsås) in 2015 and the Fehmarn fixed link in 2020 will further strengthen the region as logistic hub.

### Best practice:

Copenhagen-Malmö Port (CMP) is an excellent example of how a fixed link between two countries can create synergy effects and new cross-border cooperation. The twin ports are located opposite each other about 26 km apart and connected via the Øresund bridge.

Two of Scandinavia's major railway facilities, marshalling yard and combi terminal, are located at CMP on the Swedish side. Copenhagen Airport (Kastrup) is located near the bridge on the Danish side. Prior to the opening of the bridge in 2000, there was virtually no cooperation between the ports of Copenhagen and Malmö. In 2001 the two ports merged into one and in 2003 one of the world's leading car manufacturers, Toyota, chose to locate its entire Scandinavian distribution in Malmö. The deciding factor for this was the availability of multimodal transport options (container terminal, railway, and motorway). From the start in 2003 until today, one million cars have passed through CMP.

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## The Scandria Logistic Business Development Strategy

The Scandria Logistic Business Development Strategy (LBDS) is intended to give a regional answer in the specific field of logistics business to challenges faced by the people living and working in the Scandria corridor as well as by those using the area as transit corridor.

The LBDS is based on the results of studies carried out in the framework of the Scandria project and on national and on regional logistics strategies in the Scandria area.

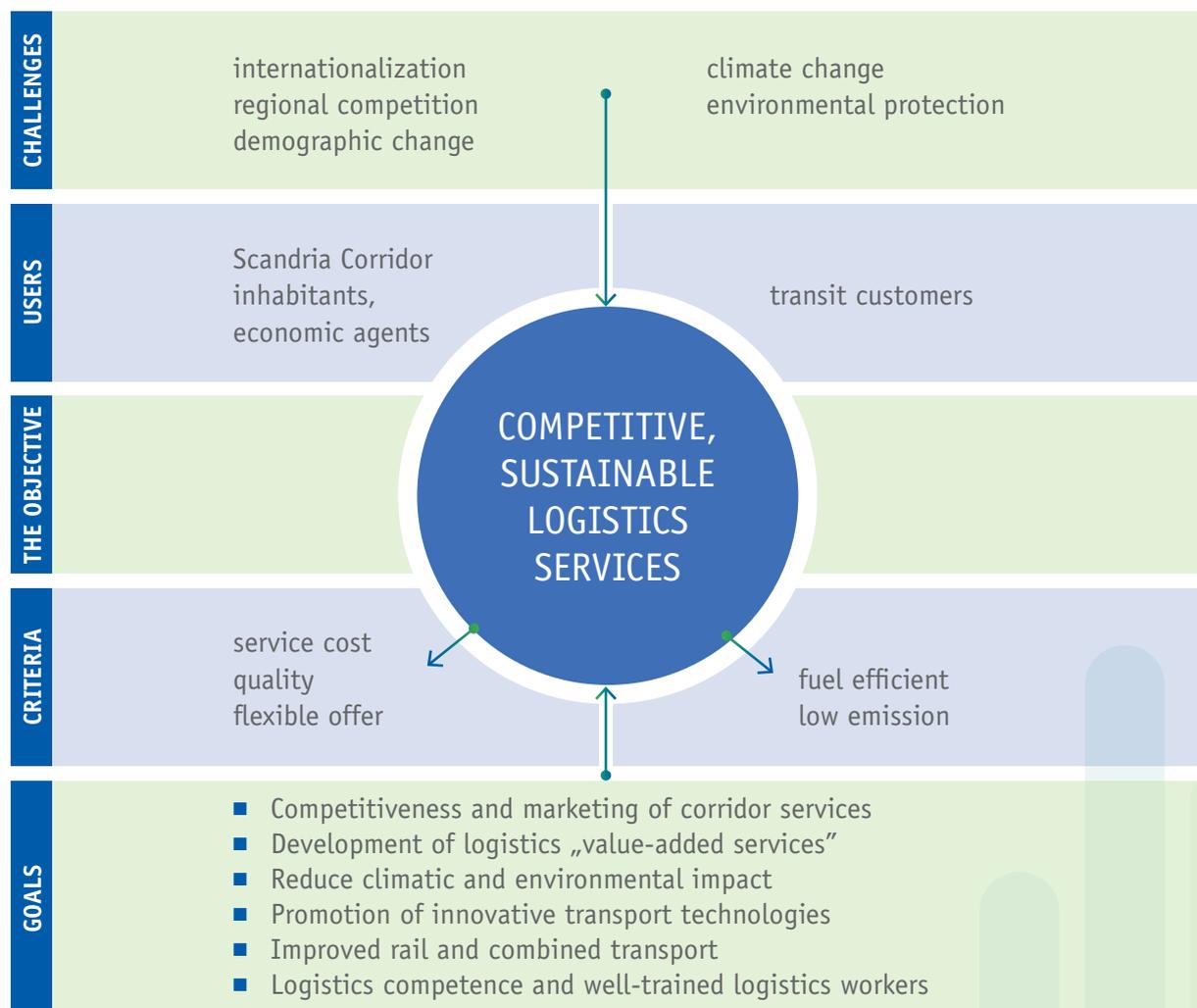
The central objective – a competitive offer of sustainable logistics services – serves the develop-

ment needs of the whole corridor as well as it constitutes a source of income and growth in itself.

After analysing the studies and Scandria corridor transport and logistics perspectives and problems in detail, six strategic goals are defined.

For the six goals of the „Scandria Logistic Business Development Strategy” partial targets are determined and actions for achieving the goals are proposed.

The LBDS can be downloaded on [www.scandriaproject.eu](http://www.scandriaproject.eu)



## Goal 1

**Improved competitiveness and marketing of corridor transport services in relation to competing corridors strengthen the position of the Scandria corridor in the European logistics market**

### Actions:

- Establish a Scandria Logistics Network (SLN)

#### Action proposal 1: Scandria Logistics Network

Part of the Scandria Alliance for fostering the development of the Scandria Corridor

**Objective:** Provide a platform for dialogue and co-operation between logistics partners in the Scandria Corridor

#### Elements:

- Organization/support to various forms of contact for the logistics business community
- Starting ad-hoc sub-groups dealing with subjects of common interest in the Scandria Corridor logistics community
- Lobby action at the regional and international level
- Operation of the Scandria Logistics Online Portal „Logistics in the Scandinavian Adriatic Corridor“ continuing and extending the portal developed in the current Scandria project ([www.scandria.eu](http://www.scandria.eu))

- Identify market niches and occupy them
- Prepare the practical implementation of new shipping lines
- Make advantage of infrastructure capacity reserves to develop specific logistics services, i.e. heavy transport
- Market research, promote networks of shippers and logistic service providers
- Establish and operate a „Scandria“ internet portal

### Actors:

Business associations, chambers of commerce, regional logistics initiatives

## Goal 2

**Development of logistics „value-added services“**

### Actions:

- Promote the development, diversification and networking of logistic centers

#### Action proposal 2: Logistics Service Terminals

**Network** serving LTL and FTL cargoes, offering railway and combined transport pre- and on-carriage and short-sea shipping

**Objective:** Provide the infrastructure for the development of a diversified offer of logistics value-added services Provide terminals and nodes for the Scandria blocktrain and „Green Line“ projects ([www.scandiaproject.eu](http://www.scandiaproject.eu))

#### Elements:

- Identification of suitable locations with direct access to rail and sea transport
- Model business project for terminal operation
- Ample offer of railway pre-carriage and on-carriage
- Development of multi-modal service packages
- Marco Polo II project for the collaboration and connection of logistics services terminals

- Develop inland logistics centers as „sub-hubs“ in the hinterland of seaports
- Develop collaborative networks of logistic service providers
- Cooperation for higher competence in land based and off-shore wind power generation logistics
- Logistics for gas and/or electric driven vehicles
- Provide sites close to ports and other freight centers for the location of logistics enterprises

### Actors:

Logistics associations, regional governments, local administration, logistics service providers

## Goal 3

### Reduced climatic and environmental impact – make Scandria a „green freight transport corridor“

#### Actions:

- Develop a concrete marketable offer of „green logistics services“ in the Scandria Corridor

#### Action proposal 3: Development of a concrete marketable offer of „green logistics services“

**Objective:** Make sustainability a decision criterion in transport chain choice

#### Elements:

- „Green“ logistics services packages based on existing environmentally friendly logistics services
- Define tasks and duties of transport chain partners with respect to environmental, operational and legal obligations
- „Environmental footprints“ of transport services in the corridor published – Use of tools for their calculation
- Declaration of environmental footprint on relevant commercial documents (freight documents, invoice etc.)
- Scandria internet portal serves for development and marketing of „green logistics services“ ([www.scandria.eu](http://www.scandria.eu))

- Promote environmental management in logistics enterprises operating in the Scandria corridor
- Promote an environmentally sound modal split
- Develop a low-emissions services package
- Prepare for the transport consequences of the IMO regulation on sulphur content in marine fuels

Study solutions for sustainable city logistics in the corridor and develop best-practice proposals

#### Actors:

Logistics service providers, shipping companies, state and regional authorities, business associations, chambers of commerce etc.

## Goal 4

### Promotion of innovative transport technologies

#### Actions:

- Promote logistics research at universities and research institutions in the Scandria corridor
- Establish a „Scandria Logistics Research Forum“ in the framework of the Scandria Logistics Network

#### Action proposal 4: „Scandria Logistics Research Forum“ in the framework of the Scandria Logistics Network

#### Objective:

Cooperation of research institutions, development of Scandria related research projects

#### Elements:

- Database of logistics research and development institutes in the Scandria corridor
- „Logistics research Forum“ in the Scandria Logistics Online Portal including a discussion forum
- Scandria researchers contact meetings during fairs, conferences and other relevant events
- Development of Scandria projects in the framework of European Union research programmes

- Prepare pilot actions for new technologies in combined transport
- Promote international cooperation for higher competence in renewable energy logistics
- Study the environmental and economic effects of road trains in transport in the corridor

#### Actors:

research institutes, universities, logistics associations

## Goal 5

### Improved competitiveness of rail and combined transport relative to road transport

#### Actions:

- Bundle local and regional traffic with transit traffic and different types of cargoes for higher transport service frequency
- Implementation of new block trains

#### Action proposal 5: Development of block trains running in the Scandria Corridor

**Objective:** Extended offer of competitive rail and combined transport services

#### Elements:

- Connections via the SCANDRIA corridor with:
  - key regions in Mecklenburg-Vorpommern and Berlin-Brandenburg
  - further sea-connections from ports in Mecklenburg-Vorpommern
  - Berlin-Brandenburg acting as hinterland-hub for the ports Bremen/Bremerhaven and Hamburg
- Identify and involve market players, facilitators and shippers in the project
- Further potential analyses directed at promising branches and connections with neighboring regions
- Marketing activities

- Technologies for handling of not craneable semi-trailers in combined transport terminals
- Information tool for planning of intermodal transports
- Efficient transport of single wagons/wagon groups
- Dissemination measures through a dedicated marketing network (e. g. the Scandria logistics portal)
- Transport alternatives by new short-sea services

#### Actors:

Networks of interested companies, regional logistics initiatives and other development initiatives active in the field of transport and logistics

## Goal 6

### Higher logistics competence and availability of well-trained logistics workers

#### Actions:

- Cross-border cooperation in professional training
- International cooperation for tailor-made further training in Scandria corridor logistics

#### Action proposal 6: Establish an international cooperation of logistics service providers and training institutions in „Scandria logistics professionals training“

**Objective:** Improve the quantitative and qualitative offer of well-trained labour force for logistics services

#### Elements:

- Determine training needs in Scandria specific logistics subjects
- Modular programme for training in Scandria logistics with 2-3 days modules
- Cross-border thematic Scandria logistics study tours
- Scandria Logistics Online Portal offers online teaching, guidance and dissemination of knowledge
- Cooperation with university courses in logistics providing practical knowledge on logistics in the Scandria corridor

- Bachelor and master studies in logistics subjects, border-crossing studies, cooperation of universities
- Cooperative education in logistics as close cooperation between universities and logistics companies
- Corridor oriented dissemination measures
- Ensure attractive working conditions in the logistics industry

#### Actors:

Bodies in charge of professional training and higher education, universities, regional governments, logistics companies





**The Scandinavian-Adriatic  
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and Growth**

**Publication of the project Scandinavian-Adriatic Corridor for Innovation and Growth (Scandria)**

[www.scandriaproject.eu](http://www.scandriaproject.eu)

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