

Newsletter

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Towards a Long Term Strategy for the East West Transport Corridor

The EAST WEST TRANSPORT CORRIDOR II project, halfway through its implementation period, held a Midterm Conference in Fredericia, Denmark to share the recent results and developments. Representatives from both public and private stakeholders as well as educational institutions were invited to take part and a mix of local, national and international organizations and businesses attended.

THE MUNICIPALITY OF FREDERICIA, partner in the project, is strategically located in the very center of the Danish transport network with its direct connection to interconnecting highways, railway connections in all directions, and in freight numbers the largest port in Denmark. This makes Fredericia an important hub for transport and business development in Denmark and also in the East West Transport Corridor.

A STRONG NETWORK has been formed in the project during the recent years and it is important to continue to develop the

cooperation, so that local and regional actors can access an international arena, said Sven-Åke Svensson, political rapporteur Region Blekinge.

A VERY IMPORTANT TOOL for this is the East West Transport Corridor Association and the Lithuanian partners have done a tremendous work in forming this cooperation for long term management of the corridor. 30 transport stakeholders from 12 different countries have already joined the Association, said Algirdas Sakalys, President of the East West Transport Corridor Association. The next step for the Association is to form a Strategy and Action Plan for the coming years and to attract more partners in the cooperation. The first draft will be presented during a business seminar in the end of May in Odessa, Ukraine. The participants expressed that it is important for the Association to envision the benefits of the cooperation if to involve as many new members as possible.

THE GREEN CORRIDOR CONCEPT has from the beginning been a key component in



the EWTC II project. The aim is to create a best practice case. One of the main outputs of the project is a Green Corridor Manual, a set of recommendations and guidelines on how to implement the green corridor concept. The EWTC II project is closely cooperating with Swedish national authorities and the sister projects TransBaltic and Scandria on this matter.

(Continues on page 2)

PAGE 2 >>>



**More on the EWTC II
Midterm Conference**



Green Corridor Watch

continued from page 1

INCREASING VOLUMES IN THE EAST WEST TRANSPORT CORRIDOR and new manufacture centers in the inland of China suggest that there will be an increasing demand for Euro-Asian transports through e.g. Belarus and Ukraine, in the future according to project Senior Advisor Bengt Gustafsson. However, Anders Reefsgaard of DFDS Seaways, would not foreclose a landbridge Russian route, but capacity on railways is Russia's biggest challenge, not border crossing problems. Russia has, according to Mr. Reefsgaard, the ambition to increase the importance of Russian ports in the Baltic Sea Region but Klaipeda in Lithuania is currently a much more viable choice because of good infrastructure and hinterland connections. Also the port is ice free during the winter.

Ole Ingrisch, Port of Esbjerg, also emphasized the importance of good hinterland connections to increase the performance of ports and he wished for better interaction with rail. On the other hand, the short distances in Denmark make it currently more efficient to use road trans-

port rather than railway transport. Roger Jönsson from Kockums Industries phrased his concerns towards the current railway hype. It is more important to find good interacting solutions between road and railway transports since the latter cannot replace the former. Making transports greener is not free and it is vital to find simple and cost efficient solutions to make the shift. It is also important not to try to steer the market too much. Too sudden policy reforms can do more harm than good.

TO SUM UP THE DISCUSSIONS during the conference, there is a continued interest in the development of the East West Transport Corridor and the established cooperation. The corridor has opportunities, in the form of increasing freight volumes, strategically placed hubs and a



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strong cooperation, to be a competitive Euro-Asian link. However, the work during the last half of the project should strongly be focused on pointing at solutions that are dynamic so that they can both be adaptable to current and future policies and at the same time being able to inspire the market to implement more sustainable solutions than today.



GREEN CORRIDOR WATCH

As a part of the project task 3B, to develop a Green Corridor Manual, the first report has been published. A draft definition has been produced together with the Danish Transport Authority and NetPort. Karlshamn in Sweden.

The work with the manual continues actively during the Spring of 2011 and more findings will be published before summer.

The draft definition is available on the project website at:

WWW.EWTC2.EU



Lead partner:



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Brief summary of EWTC II:

GREEN COOPERATION STIMULATES ECONOMIC GROWTH

Through international cooperation, the aim of the project is to develop and work for efficient, safe and environmentally friendly handling of the increasing amount of goods going east-west in the south Baltic region. The project will prepare stakeholders in the region to enhance sustainable transport planning and smart IT solutions in the field of transport.