



**EAST WEST**  
TRANSPORT CORRIDOR II

A Partnership for Sustainable Transport Solutions:

# The Green Corridor



[www.ewtc2.eu](http://www.ewtc2.eu)





# We need to think again

Humanity has failed.

Global trade increases. Prosperity increases. Freight transports increase.

But we have failed in adjusting transports to a long-term sustainable society. However, the European Union has agreed on environmental transport policies for the future and the East West Transport Corridor (East West TC) is a way to make them happen.

THERE ARE MANY elements that point to the fact that we need to think again.

From a European perspective we have agreed to support the development of global trade, in which commerce between east and west is an important part. That is also where transports increase the most.

## Increase of transports

There has been a remarkable increase of transports in all of Europe, especially in the east-west direction.

This increase is not only a good one. The transport corridors are full of bottlenecks, the transport capacity is underused, transport security problems increase and last, but not least: Our environment has to pay a high price for increased transports.

So we need to think again.

## Policies for the future

Within the EU there is a lot of work going on about these issues. There are two clear-cut policies which address how to face the future: the Integrated Maritime Policy for the European Union and the Freight Transport Logistics Action Plan. In these documents the Commission talks about the need for several important activities within the transport sector. For example:

- e-Freight and Intelligent Transport Systems (ITS). Advanced information and communication technologies can greatly contribute towards more sustainable

transports. The e-Freight concept could lead, in the future, to an "Internet for cargo" where information would be made available on-line in a secure way, as is the case today with the "Internet for people".

- Green transport corridors which will reflect an integrated transport concept where Short Sea Shipping, rail, inland water ways and road complement each other to enable the choice of environmentally friendly transport. Green corridors could be used to experiment with environmentally-friendly, innovative transport units and with advanced ITS applications.
- Continue the freight transport logistics bottleneck exercise and accelerate the work to find practical solutions to bottlenecks, wherever possible, while considering legal action where needed.

## Let's try it!

The East West Transport Corridor, connecting northern Europe with Russia and Far East is an excellent platform for many of the policies to come true.

Here you have committed stakeholders, cooperation in progress and a clear plan on how to realize important improvements. Freight within the corridor is growing fast, which combined with the initiative to increase environmental awareness can make the East West TC a Best Practice case for a green corridor within the Northern Transport Axis approach.



# The East West Transport Corridor is ready to act now

During the last years a great number of partners have jointly worked with the development of the East West Transport Corridor. A common vision and a strategy have been developed and a concrete Action Plan for further improvements of the corridor has been agreed upon.

**REGION BLEKINGE WAS** the lead partner for the EU Interreg III B project East West Transport Corridor during 2005–2007. The project engaged a great number of public and commercial partners and created a clear common picture of both the present situation and the future.

## A common vision

The results of the project were many. One of them was that the partners stated a common vision for the year 2030:

“The East West Transport Corridor is an efficient transport corridor with close co-operation between interlinked hubs meeting market demands for growing freight transport to and from Scandinavia and Lithuania with more environmentally-friendly transport solutions. The corridor stands out as a green corridor and is part of the Trans-European Network.”

## A strategy for the future

The conclusion of the Strategy Environment Assessment is that the future will lead to increased road and ferry

traffic. This traffic will have significant negative impacts on the environment, in particular with regard to the international and Europe-wide goals on green house gas emissions.

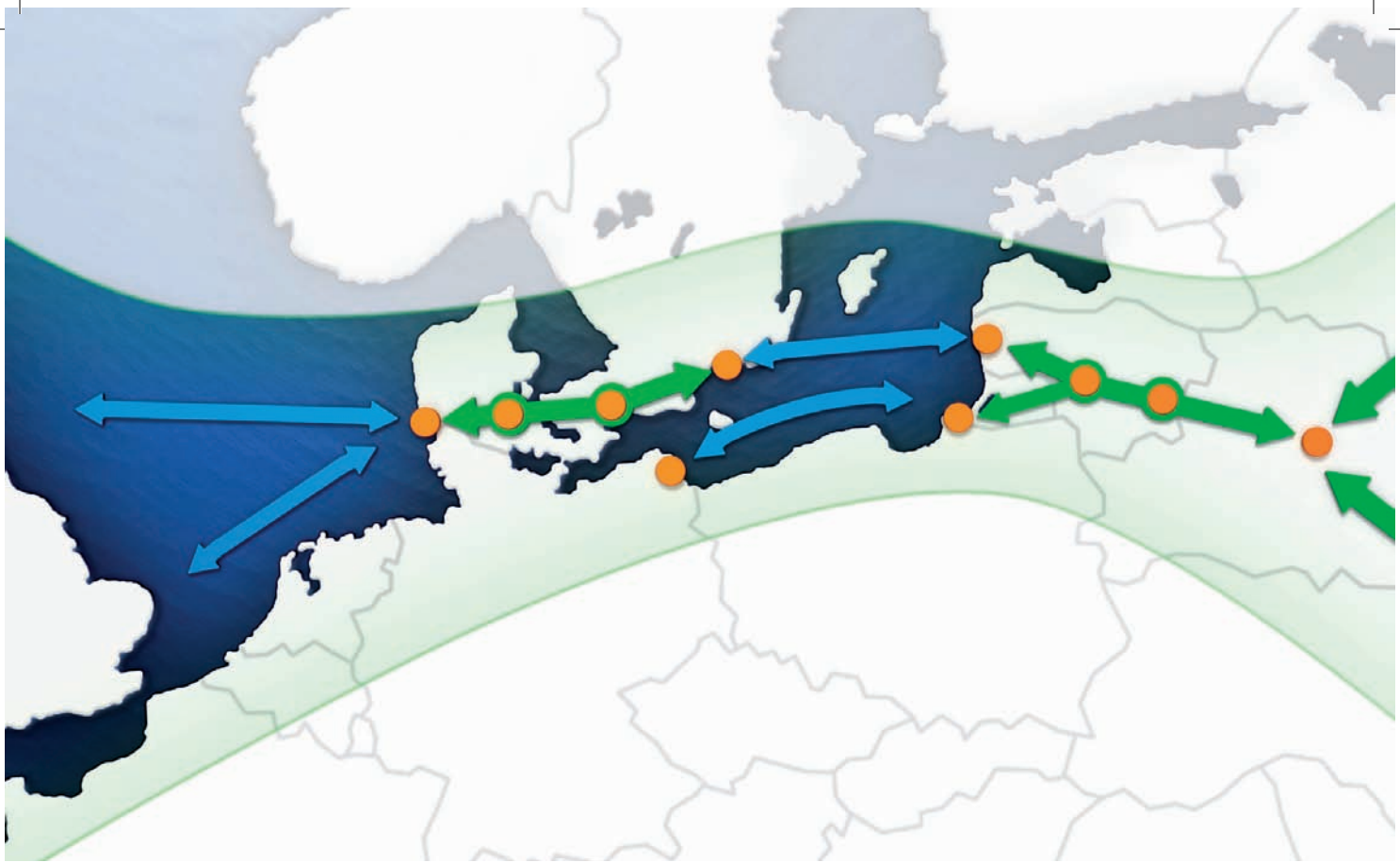
However, the ambition is to support sustainable transport solutions and the conscious approach by solving problems with regard to the environment, support the conclusion of developing the East West Transport Corridor as a “green corridor”.

## An Action Plan for further improvements

The project decided on a number of important actions describing the first steps towards implementing the idea of a “green corridor”. The Actions are clustered into a number of thematic fields: The East-West Transport Corridor Co-ordination Centre, Business development, Hub development, Training and Simulation support and Developing the transport networks.

The project is ready to act accordingly and with the strong and already organised partnership implementation can start now. Further information can be found on [www.ewtc2.eu](http://www.ewtc2.eu).





## East West Transport Corridor II – highlights the Green Corridor

The previous East West TC project was a success and the strong partnership has decided to continue their co-operation in a follow up project named the East West TC II. The new project highlights the development of a “Green Corridor Concept” as a best practise case in the European context.

**THE PROJECT** East West TC II was started in September 2009 and will run until September 2012. Region Blekinge is the Lead Partner and the total budget is about 6 MEUR. Around 70 partners from Sweden, Lithuania, Germany, Russia, Italy, China and Denmark have joined the project. Several of the partners come from the private sector. Moreover, the project is supported by both the Swedish and Lithuanian governments. Below is a summary of the content in the application.

### Green cooperation stimulate economic growth

Through international cooperation, the aim of the project is to develop and work for efficient, safe and environmental 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.

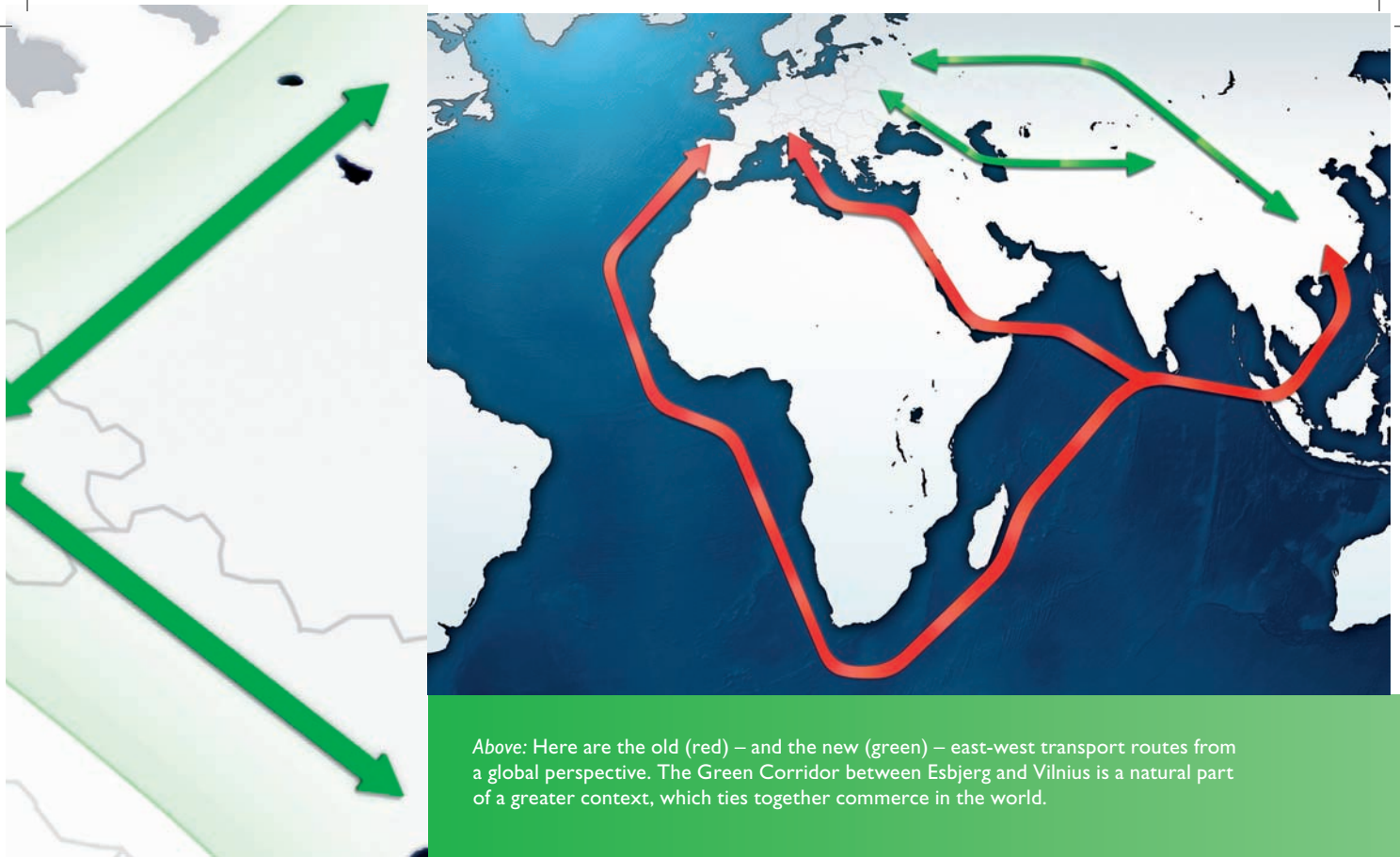
This in combination with business development in the transport sector will stimulate the economic growth in the entire East West TC.

### Three main focuses:

- 1) To make East West TC a good example of a Green Transport Corridor in line with EU's latest transport policies also meeting market demands for more efficient and environmental friendly transports.
- 2) To develop an innovative pilot testing ground where modern technology and information systems contribute to increased efficiency, traffic safety and security as well as reduced environment impact in the corridor.
- 3) By stimulating new business models for e.g. railway transport supporting economic growth within the corridor in particular in ports and inland hubs.

### Long term co-operation

The East West TC is one of the most central corridors within the Northern Transport Axis and has already a Corridor Organisation and Structure in place that will make a significant contribution to development of the Northern Transport Axis and the Green Corridor Concept.



Above: Here are the old (red) – and the new (green) – east-west transport routes from a global perspective. The Green Corridor between Esbjerg and Vilnius is a natural part of a greater context, which ties together commerce in the world.

# Concept

A durable network of stakeholders will be formed through the East West TC Association that will enable a long term co-operation between different stakeholders in the corridor.

## Expected results

Examples of end result of the project are:

- East West TC is as a Best Practice Case for Green Corridor development
- East West TC is a part of the EU commissions Action Plan for the Baltic Sea Region and is an integrated part of the Northern Transport Axis.
- A manual of how to develop a Green Corridor in accordance with the EU:s transport policies and to offer stakeholders in the East West TC more eco-friendly transport alternatives than available today.
- An innovative IT-based “Information Broker System” for transport and traffic information which will increase efficiency and reduce the environmental impact
- A manual of how to buy, sell, and plan eco-friendly transports, which can be used by different customers
- New business concepts for railway transports
- Improved transport service in ports and terminals
- Increased transport competence among various stakeholders within the East West TC
- Improved infrastructure within the East West TC

## EAST WEST TC II PROJECT HAS SIX WORK PACKAGES (WP:S) FOR THE GREEN CORRIDOR CONCEPT DEVELOPMENT

The work will be carried out in a number of work packages which will focus on Intelligent Transport Systems, development of ports and terminals, business development of new railway concepts, Capacity Building, improved infrastructure and marketing of transport services offered in the corridor.

**WP 1 – PROJECT MANAGEMENT AND ADMINISTRATION**  
Management support to the East West TC II project.

**WP 2 – COMMUNICATION AND INFORMATION.**  
Communicate the project with partners and other stakeholders that have an interest in the development of the EWTC. Branding of the East West Transport Corridor.

**WP 3 – DEVELOPMENT OF THE GREEN CORRIDOR CONCEPT**  
To develop EWTC as a green transport corridor by increasing environmental awareness in all activities in the corridor. Support a modal shift from road to rail, improve road transports and to experiment with all kind of innovative transport solutions included advanced ITS applications. Develop a Green Corridor Concept, including an information broker system.

**WP 4 – BUSINESS OPPORTUNITIES IN RAILWAY TRANSPORTS**  
Improve business opportunities in railway transports to strengthen the development of the hubs along the corridor as local/regional growth centres, aiming for improved integration between the European market and Russia, Ukraine, Caucasus, Central Asia and Far East markets. These activities should have a focus on creating growth in the corridor.

**WP 5 – HUB DEVELOPMENT**  
Develop hubs/ports/logistic centres in the EWTC with a focus on growth and intermodality.

**WP 6 – CORRIDOR CAPACITY SUPPORT**  
To simulate the impact of investments, transport concepts, road taxes, bottleneck improvements and to support decision-making for environmentally solutions. Develop concepts for dynamic speed control and intelligent truck parking.

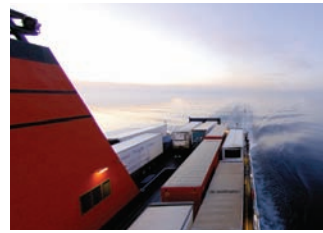


## The East West Transport Corridor – a testing ground for Innovations

The East West TC project has an important task: to be a testing ground for innovations, new technology, business models and improved transport management systems which will facilitate more sustainable transport solutions than those of today.

Here are some examples of activities which are planned to be carried out in the EWTC II.

### BUSINESS DEVELOPMENT AND REGIONAL GROWTH



**JOINT COLLABORATION** will facilitate new business opportunities that will increase growth and development in ports and transport hubs. By Markets Surveys and business-to-business events for private stakeholders the project will create a dynamic environment for business development and regional growth.

### INTELLIGENT TRUCK PARKING



**SECURITY PROBLEMS** for truck drivers and their trucks have during the last couple of years created extensive problems for truck haulage. The issue has appeared on the EU agenda as a high priority issue that must be solved. The development of safe and secure parking areas along major routes and in close relation to ferry terminals etc could also be service centres for resting, food, traffic information, freight logistics services etc. The EWTC project will investigate the needs for parking places along the corridor including an in-depth study for the provision of intelligent services on these places.



### INFORMATION BROKER SYSTEM AND E-FREIGHT

**THERE IS** a lot of information that needs to be channelled in order to enhance effective and sustainable transports along the EWTC as traffic information, weather conditions, logistics information, intermodal premises, custom clearance announcements, bookings and e-payment.

By creating an intelligent system to collect and share this information efficiency, traffic safety and security can be enhanced while the environmental impact is reduced.

Such an information system could also facilitate an e-freight system minimising the use of paper documents in the transport chains enabling more efficient handling of transport services. The development of e-freight systems will be looked into in the EWTC project as a part of the information broker system.

## e-PAYMENT



WITH THE HELP of a black box device in the vehicle it is possible to create an efficient payment system for all types of possible fees related to eg, road use, road traffic safety and environmental impact. By tracking vehicle journeys, taking into account factors such as route, time of the day, driving technique and so on, the driver himself can influence his own cost for the journey to a greater extent than today.

## INTELLIGENT TRANSPORT SYSTEMS (ITS)

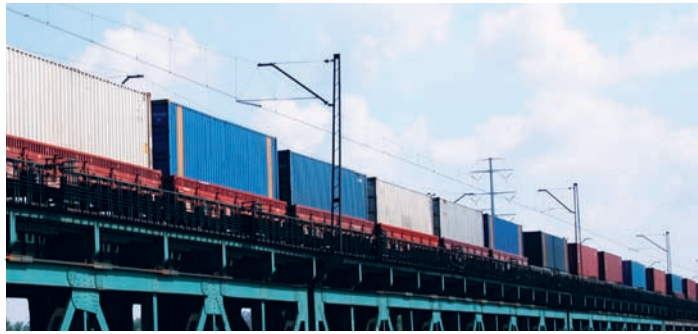
THE PROJECT will develop possible business concepts for various ITS services which can make transports more cost efficient, safe, reliable and environment friendly.

An innovative pilot demonstration will be presented at the ITS World Congress 2009 in Sweden.

## IMPROVED INTEGRATION BALTIC SEA AND FAR EAST / CHINA

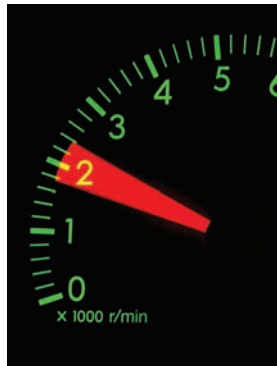


MARKET INVESTIGATIONS and development of business plans for new logistic schemes will improve the integration between Europe and Russia, Belarus, Ukraine, Kazakhstan, Georgia and Far East markets as well as China. In that respect studies will be prepared to improve rail shuttle services. Joint business events dealing with the Far East trade will be organised.



## BUSINESS DEVELOPMENT OF RAILWAY TRANSPORTS

HARMONIZATION IS a key word to achieve effectiveness in rail transport. The East West TC should create best practice cases in such areas as: tariffs, border crossing, comodal solutions and one stop shop concepts on rail transports. Based on knowledge exchange and round table discussions with private stakeholders general recommendations and business plans will be prepared for further use in the EWTC.

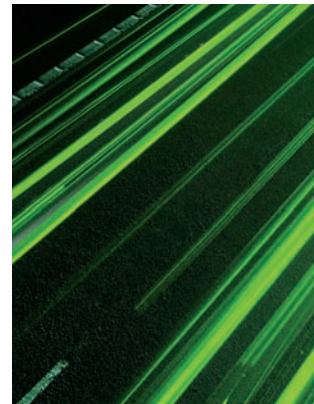


## DYNAMIC SPEED CONTROL

THROUGH TESTING the telematic systems in Lithuania and by improving the test site for dynamic speed control in Blekinge on road E22, the project aims at delivering technical plans, an evaluation report and recommendations for how dynamic speed control can improve road traffic safety and reduce the environmental impact in a green corridor.

## IMPROVEMENT OF INFRASTRUCTURE

FEASIBILITY STUDIES and design of infrastructure will prepare for major investments in the EWTC. The reduction of bottlenecks and promotion of co-modality and inter-modality are necessary to increase the competitiveness of the corridor by offering a fast and reliable choice of route. The focus is mainly on the improvements of railway accesses to the ports.



## NEW CARGO SERVICES

THE PROJECT intends to run market investigations on the launch of new cargo services between the hubs Karlshamn/ Karlskrona – Helsingborg – Denmark and the railway ferry services between Sassnitz and Klaipeda/Baltijsk. The activities will, among other, end as a step forward on railway shuttles, new facilities in the ports and secure service areas for road transports.

## Partners in the East West TC II project

### FINANCIAL PARTNERS

#### LITHUANIA

Klaipeda State Seaport Authority  
Klaipeda Shipping Research Centre  
Lithuanian Road Administration  
SC Lithuanian Railways  
Vilnius Gediminas Technical University

#### BELARUS

Glubokoe Council of Deputies  
International Academy of Transport  
Vitebsk regional Administration Committee on Economy

#### DENMARK

Danish Road Directorate  
Danish Technical University  
Municipality of Fredericia  
Port of Fredericia  
Region Southern Denmark  
Trafikstyrelse – Public Transport Authority

#### GERMANY

IT-Initiative Mecklenburg-Vorpommern  
Ministry for Transport, Building and Regional Development  
Mecklenburg-Vorpommern  
Wismar University  
Port of Sassnitz  
Pro Rail Alliance

#### SWEDEN

Blekinge Institute of Technology  
Energy Agency for South East Sweden Ltd  
Municipality of Karlskrona  
Municipality of Karlshamn  
NetPort.Karlshamn AB  
Port of Karlshamn  
Port of Helsingborg  
Region Blekinge  
Region Skåne  
Swedish Transport Administration

**RUSSIA (Associated partners partly financed with ERDF and Russian funds)**  
Administration of Baltijsk Municipal District  
Baltic Fishing Fleet State Academy  
Ministry of Infrastructure Development  
North-West Academy of Public Administration

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### ASSOCIATED PARTNERS

#### SUPPORT FROM POLITICAL ORGANISATIONS AND NATIONAL ADMINISTRATIONS

BaneDanmark  
Belarusian Railways  
Euroregion Baltic (ERB)  
Intergovernmental Commission TRACECA (Ukraine, Moldova)  
Ministry of Enterprise, Energy and communications, Sweden  
Ministry of Transport and Communications of the Republic of Lithuania  
Ministry of Transport, Denmark  
Swedish Maritime Administration  
SIDA Baltic Sea Unit  
VINNOVA

#### NETWORK ORGANISATIONS ON LOGISTICS

Coordination Council on Transsiberian Transportation (CCTT)  
ITS Sweden  
Lithuanian Intermodal Transport Technology Platform (LITTP)  
Logistiknätverket Sydöstra Sverige  
NetPort.Karlshamn  
Öresund Logistics

#### TRANSPORT HUBS ALONG AND SUPPORTING THE CORRIDOR

Helsingør Havn  
JS Kaliningrad Sea Commercial Port  
Municipality of Kristianstad  
Port of Esbjerg  
Rosmorport  
Stadt Sassnitz

#### SHIPPING COMPANIES

ARIJUS  
DFDS Tor Line  
Rechdan Shipping Ltd.  
QMC-COSCO R&D Center Qingdao Branch, China  
OOO DSV Transport

#### RESEARCH INSTITUTES

Institute of Spatial Planning, Development and Foreign Relations

#### TRANSPORT BUYERS

AarhusKarlshamn  
IKEA Svenska AB  
Tetra Laval Group Transport&Travel  
Volvo Construction Equipment HL BL  
Volvo Cars Body Component  
Volvo Logistics Corporation

#### TRANSPORT COMPANIES AND HAULIERS

AB Karlshamns Expressbyrå  
DB Schenker Rail Scandinavia A/S  
DB Schenker Rail Deutschland AG  
Food Tankers AB  
Green Cargo  
Railog AB

#### LOGISTIC AND ITS PROVIDERS

EC Gruppen  
Info24 AB  
INPORT Intelligent Port Systems AB A/S  
Network Logistics AB  
OCTOTElematics  
Saab AB

#### OTHER

Police Cooperation in South Sweden



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Lead partner



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