

transport logistic 2011 in Munich: Politicians and Business Commit to the Baltic-Adriatic Development Corridor

At transport logistic in Munich, the sector's largest trade fair, numerous representatives from politics and business expressed their backing of the continued development of the transport corridor between the Baltic and the Adriatic. They said it was a cost-effective, modern alternative to traditional transport corridors.

At transport logistic, the most important international trade fair for logistics, mobility, IT and supply chain management, many partners in the **Scandria Project funded by the EU** took the opportunity to manifesting the intensive co-operation in the Baltic-Adriatic Development Corridor. Supported by representatives from the worlds of politics and business, they called for continued development of the logistics corridor, which banks on innovative and green logistics solutions such as block train concepts. Another stated aim was to intensify co-operation between key logistics partners, like the ports on the Baltic and the Adriatic.

At the trade fair, Mecklenburg-Western Pomerania's **Minister of Transport Volker Schlotmann** re-emphasised the importance of co-operation between ports in the Baltic-Adriatic Development Corridor. To boost this collaboration, the Mecklenburg-Western Pomerania Ports Association and the North Adriatic Ports Association (NAPA) signed an agreement to this effect on 11 May. Minister Schlotmann declared himself highly satisfied with this initiative: *"The agreement is a boost to the development of a joint corridor from Northern Europe to Southern Europe via Mecklenburg-Western Pomerania"*, said Minister of Transport Volker Schlotmann at the federal state's stand reception at the fair in Munich. *"The Baltic-Adriatic Corridor is the shortest and quickest transport link between southeast Europe and Scandinavia via Mecklenburg-Western Pomerania. With its highly developed ports, Mecklenburg-Western Pomerania has the ideal links to Scandinavia."*

Brandenburg's **Minister of the Economy Ralf Christoffers** was visibly impressed by developments in the corridor, such as HUB 53/12°, which the Güstrow • Prignitz • Ruppiner logistics network presented at the Berlin-Brandenburg joint stand. And the business deals between key logistics firms and project developers in the freight transport centres of Großbeeren and Wustermark and in the Falkenberg shunting station in the Elbe-Elster district bear witness to the attractiveness of the capital city region as a logistics centre in the Baltic-Adriatic Corridor.

The **Logistics Dialogue Berlin-Brandenburg** addressed the question **"North-South corridor via Berlin – New links without bottlenecks?"**. The organiser, the Berlin-Brandenburg Logistics Network, was delighted with the stimulating discussion. Professor Dr.-Ing. Herbert Sonntag, Chairman of the Board of LogistikNetz Berlin-Brandenburg e.V.: *"The Baltic-Adriatic Development Corridor offers modern facilities for handling the future increase in transport from north to south efficiently and in an eco-friendly way, as well as noticeably unburdening the transport infrastructure in western Germany."*

Christian Wiesenhütter, Deputy Chief Executive Officer of the Berlin Chamber of Industry and Commerce and representative of the North-South Initiative, added: *"The aim is for the corridor to become the hub of the Trans-European Transport Networks. For this to happen, politicians, business and transport companies have to keep working at improving the multimodal transport"*

infrastructure and making people aware of the corridor.” Dr. Ulrich Bauermeister, Director of the Port of Rostock, likewise a partner in Scandria and the North-South Initiative, underlined the port’s increasing role in freight and passenger transport from overseas. On the international level the North-South Initiative is supported by the Veneto region’s Union of Chambers and the port of Trelleborg, among others.

The **Wildau Technical University’s Transport Logistics Research Group**, another Scandria project partner, presented **innovative freight train concepts** at transport logistic. Bertram Meimbresse, the research group co-ordinator, was very pleased with the positive response: *“There were extremely promising talks with parties interested in the train concepts at transport logistic.”* In addition, visitors had the opportunity to try out the SoNorA Tool developed by the research group that helps **plan trans-European intermodal transport chains** quickly and easily and enables **accessibility studies** to be carried out for terminals.

At the **“Greening the European transport network”** event organised by the German association, representatives of the European projects TRANSITECTS, BATCo, Scandria and SoNorA met to exchange views. Dr. Ulrike Assig from the Joint Spatial Planning Department Berlin-Brandenburg, the Lead Partner of the Scandria project, presented the experience gained in the Baltic-Adriatic Development Corridor in terms of developing green logistics chains. The focus here was on sustainable co-modality, involving alternative fuels for road transport, block trains in freight transport, modern ferry links and the use of innovative technologies: *“We are agreed that the Green Transport Corridors debate has to be on a pan-European level and cut across projects. Representatives from politics and business in particular have to be integrated in this debate.”*

About Scandria

Scandria is a joint venture between 19 partners from Germany and Scandinavia, who play an active role in the future design and development of an innovative transport corridor between the Baltic and the Adriatic. Scandria helps implement the EU Baltic Strategy by promoting the co-ordination of national infrastructure policy and infrastructure investments. The partners’ endeavour is to improve the transport infrastructure within the Baltic-Adriatic Development Corridor. They are also contributing to the development of innovative logistics solutions and coming up with strategic solutions for establishing a new European core economic region. Scandria is funded by the European Union’s Baltic Sea Region Programme.

For more information visit <http://www.scandriaproject.eu>

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