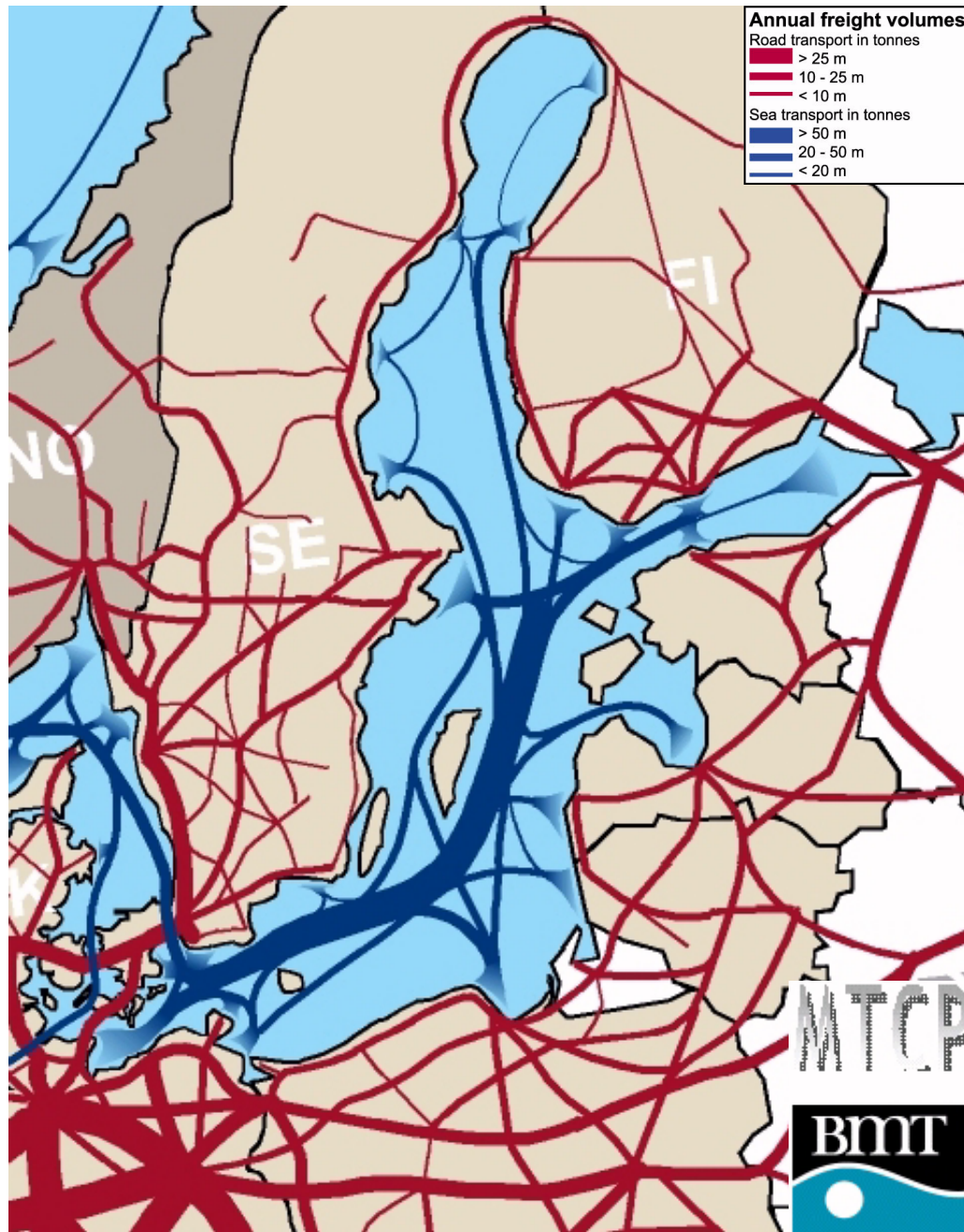
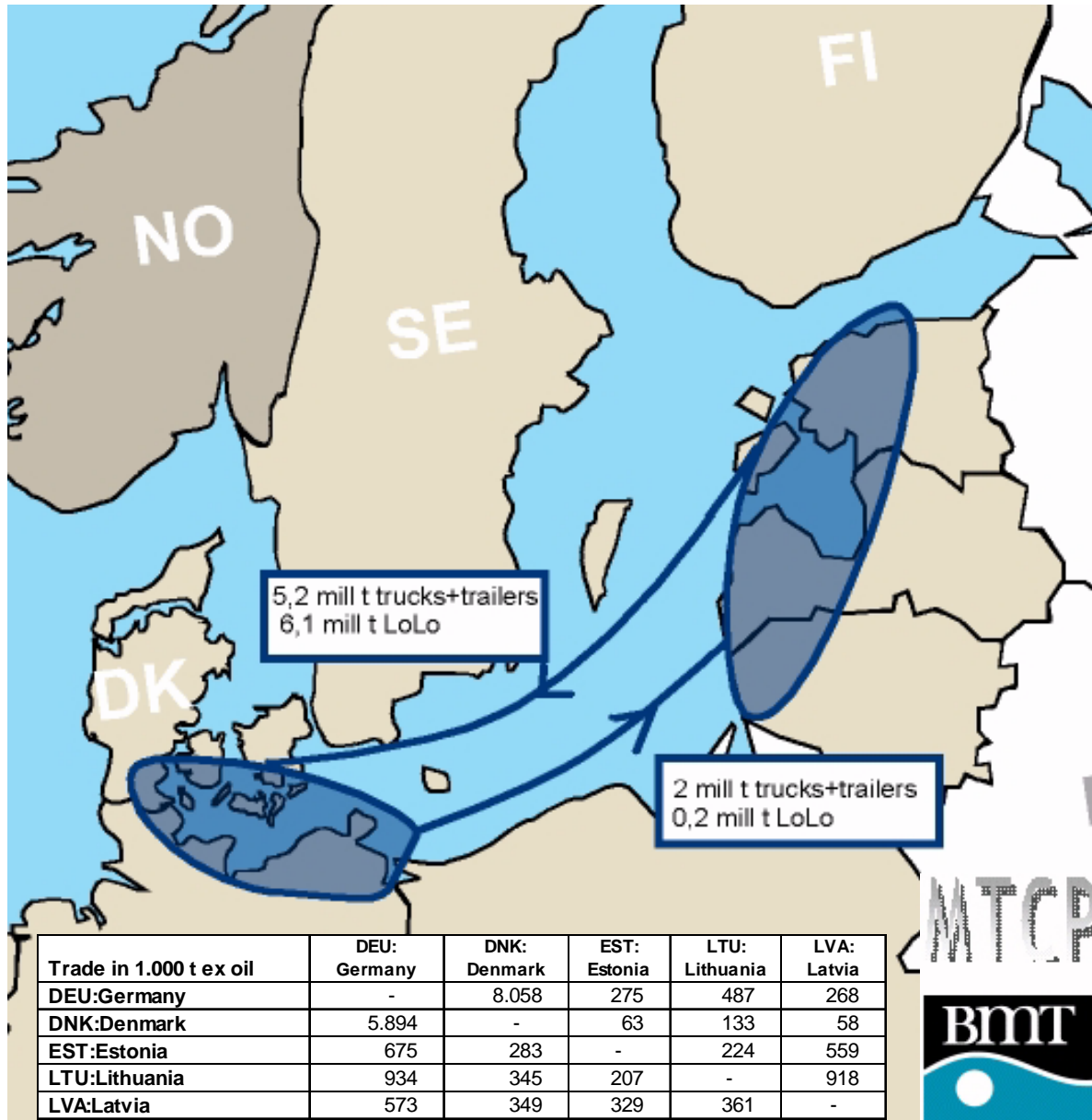


The realisation of Motorways of the Sea

Baltic Sea cases



Major European road and sea transport corridors



Simulated transport volumes originate from all relevant trade relations including also transit through the displayed countries.

MOS

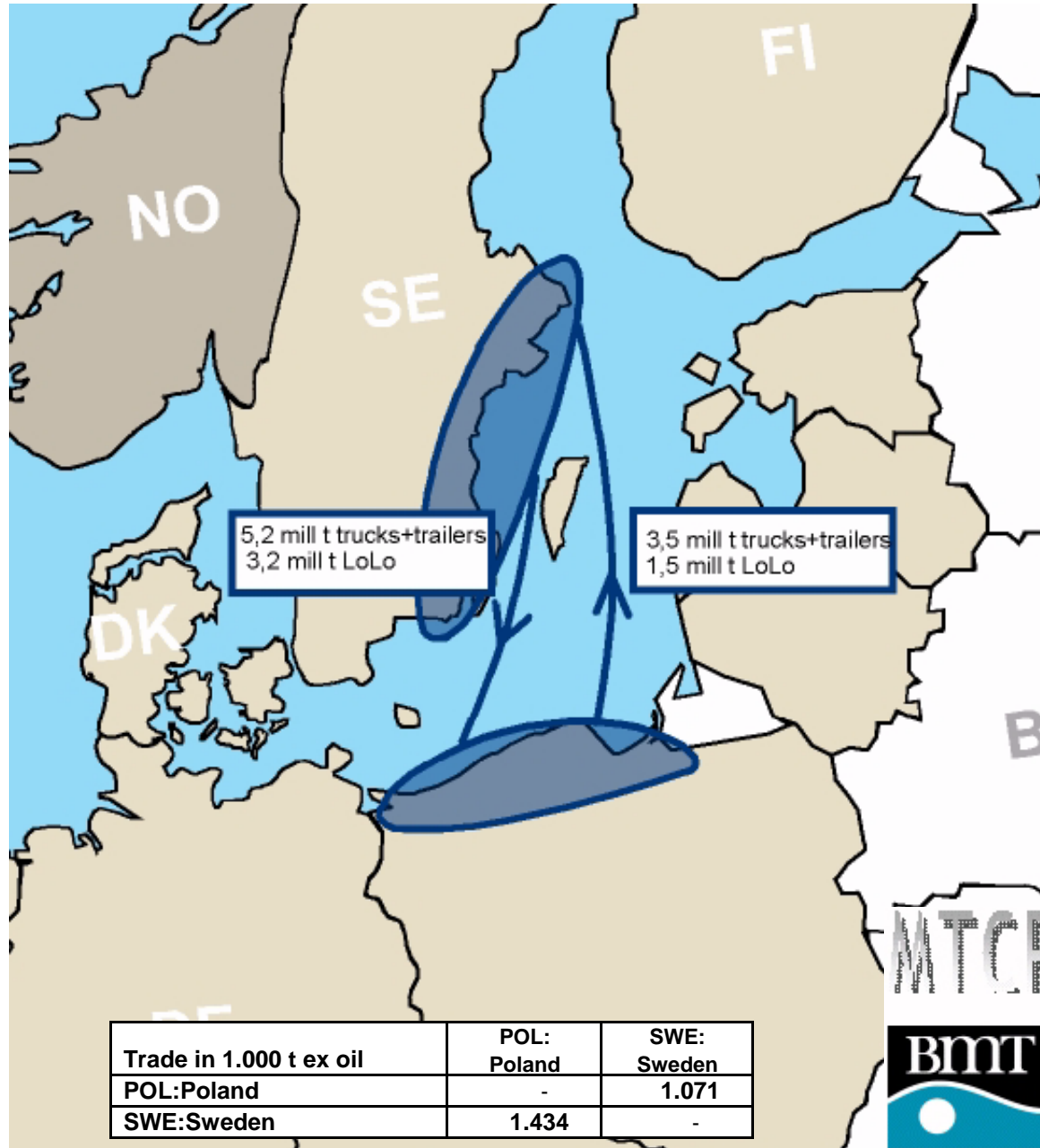
Linking Port regions southern Jutland (DK) and German Baltic Sea coast to the Baltic States

Potential:
 Eastbound
 2 million tonnes RoRo
 0,2 mill tonnes containers and other SSS

Westbound:
 5,2 mill tonnes RoRo
 6,1 mill tonnes containers and other SSS

1 dep. per day per port per mode (two modes; RoRo and LoLo) within the port regions





MOS Linking port regions: East Sweden and Poland

Potential:

Northbound

3,5 mill tonnes RoRo

1,5 mill tonnes container and other SSS

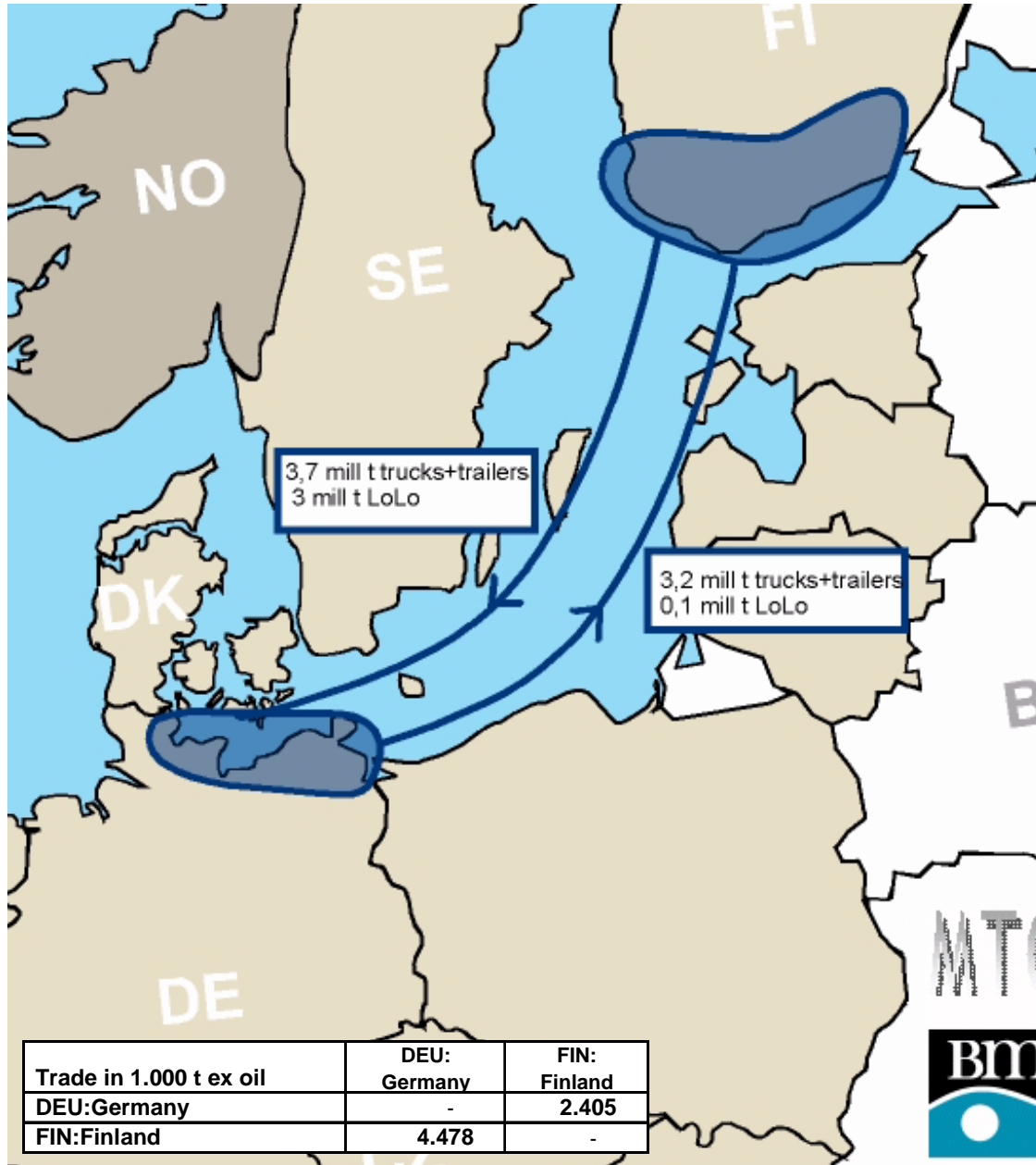
Southbound:

5,2 mill tonnes RoRo

3,2 mill tonnes containers and other SSS

1 dep. per day per port per mode (two modes; RoRo and LoLo) within the port regions

Simulated transport volumes originate from all relevant trade relations including also transit through the displayed countries.



MOS Linking port regions: German Baltic coast and southern Finland

Potential:

Northbound

3,2 mill tonnes RoRo

0,1 mill tonnes containers and other SSS

Southbound:

3,7 mill tonnes RoRo

3,0 mill tonnes containers and other SSS

1 dep. per day per port per mode (two modes; RoRo and LoLo) within the port regions

Simulated transport volumes originate from all relevant trade relations including also transit through the displayed countries.

Modal shift potential

- Saved tonne-kms in % on total European road transport work (tkm)
 - Southern Jutland (DK) and German Baltic Sea coast to Baltic States
0,24%
 - Poland - East Sweden
0,08%
 - German Baltic Sea coast– Finland
0,12%

Preliminary conclusions

- Southern Jutland (DK) and German Baltic Sea coast to Baltic States
 - East-West road transport volumes are transferred to sea. However, the simulated MOS also get volumes from existing SSS links.
- East Sweden and Poland
 - Only limited potential modal shift from road with 0,8 bill tkm/year. One reason is the already existing dense SSS network.
- German Baltic Sea coast - Finland
 - Already dense SSS networks limits transferable volume. Simulated MOS links gain volumes because of a comparable high frequency and capacity.