

TEN-T Multi-Annual Programme

Member States involved:

Germany, Sweden

Implementation schedule

Start date: January 2011

End date: December 2014

Budget:

**Total project cost covered
by this Decision:** €84,640,830

EU contribution: €15,579,095.64

Percentage of EU support:

Studies and Works: 23.4%

Additional information:

Coordinator's Report of
the Priority Project:

http://ec.europa.eu/transport/themes/infrastructure/ten-t-policy/priority-projects/european-coordinators_en.htm

European Commission, DG MOVE

http://ec.europa.eu/transport/index_en.html

Innovation and Networks Executive
Agency (INEA)

<http://inea.ec.europa.eu>

Beneficiaries and Implementing bodies:

Trelleborg Hamn AB

www.trelleborgshamn.se

Hafen-Entwicklungsgesellschaft Rostock
mbH

www.rostock-port.de

Lübecker Hafen-Gesellschaft mbH

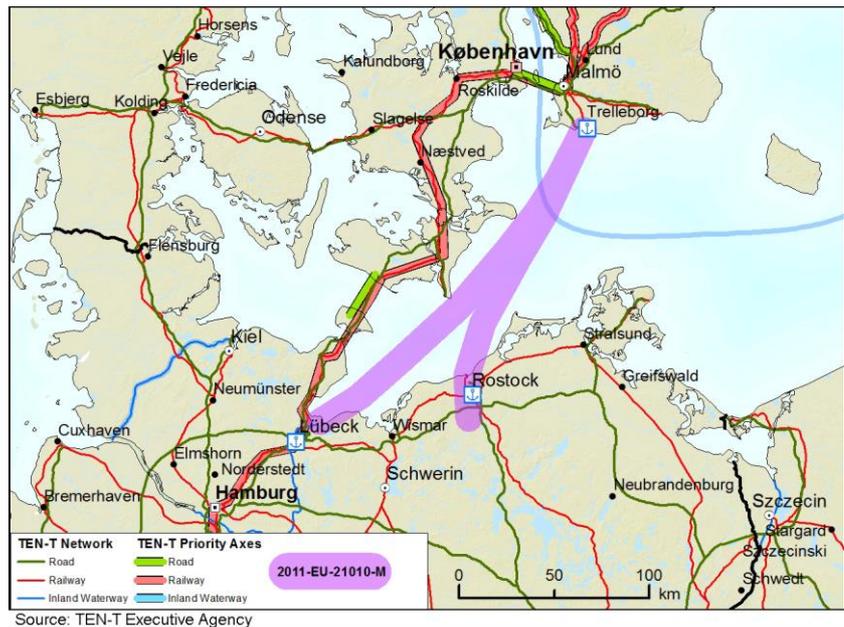
www.lhg.com

TT-Line GmbH & Co. KG

www.ttline.com

Green Bridge on Nordic Corridor

2011-EU-21010-M
Part of Priority Project 21



The Action is built around the piloting equipment of a large, multi-engine RoPax ship with exhaust gas cleaning technology, in form of wet-scrubber and the preparation of the corridor for operating next Baltic RoRo/RoPax ship generation. To allow efficient future handling of the modified ferries and to ensure most flexible and smooth port operations, in the Port of Rostock an appropriate berthing planning for TT-Line's fleet will be prepared, while in the Port of Trelleborg a completely new berth will be erected. In Trelleborg also port navigation conditions (breakwaters, water depths) will be adjusted to the new ships dimensions. The Action further includes installation of shore side electricity in the port of Trelleborg. Together with the environmental performance upgrades and improvement of the intermodal terminal capacity in Rostock and Trelleborg, the Action will contribute to a better integration of the upgraded maritime services within multimodal transport chains.

Embedded in the wider development framework, the Action's port and intermodal terminal works will contribute to the elimination of future transport bottlenecks, the enhancement of modal shift towards combined rail-sea transport solutions and the reduction of road congestion along the Nordic corridor. By the introduction of greenhouse gas and air pollution technologies on the vessel and in the ports a considerable reduction of the external burden to the society is expected: the ports and shipping line will be enabled to meet future environmental requirements. The Action will deliver technical and environmental benchmarks for other ports and RoRo shipping lines not only in the Baltic, but also elsewhere. Disseminations of the experiences with the green technology will be shared with the industry and society.

This project has been completed.