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EU GREEN CORRIDORS CONFERENCE
TOWARDS CLIMATE NEUTRAL FREIGHT TRANSPORT
The Swedish approach

- Bottom up
- Involvement from government, authorities and companies
- Anchored with the EU Baltic Sea Strategy
  - East West Transport Corridor II
  - Scandria
  - TransBaltic
- Continuous dialogue
  - Working groups: Market, Intermodal, Innovation & Technology, Policy and Communications
  - More than 30 running projects and proposals
  - Visby Meeting and Seminar 30 June
  - ITS World Congress 21-25 September i Stockholm
  - Green Corridors conference 24 November Stockholm
Challenges ahead

- A safe and sustainable low carbon, resource-efficient economy
- Sustainable production in the transport sector
- More sustainable life-styles
Green Corridors – the Swedish initiative

- Swedish initiative within the Logistics Forum
- Kick-off 1 October 2008
- Objectives:
  - to demonstrate efficient transport solutions
  - to promote development of Green Corridors in EU transport policy
  - to establish partnership for European Corridors
What is the aim of Green Corridors?

- Enabling cost-efficient, reliable logistics solutions that address the negative impact of transportation

- Proof of concept – it can be done!
How to achieve Green Corridors?

- Sustainable logistic solutions
- Co-modality
- Harmonised system of rules
- Concentration of freight flows
- Effective transshipment points
- Platform for innovation
Sustainable logistic solutions

- Environmentally
- Financially
- Reliability
- Socially
Use of different modes on their own and in combination with the aim to obtain an optimal and sustainable utilisation of resources in the supply chain
Harmonised system of rules

Focus on transport from a customer perspective with harmonised system of rules with openness for all actors
Concentration of freight flows

Creating economies of scale for co-modality
A concentration of national and international goods traffic on relatively long transport stretches.
Effective transshipment points

- Co-modality is made possible through co-modal terminals providing technical interfaces to various modes (*enabling physical handling*)
- Co-modal terminals must also provide an information interface (*ordering physical handling*)
Platform for innovation

From effectiveness to efficiency

- Green Corridors – *do the right thing*
- Green Corridors as platform for innovation – *do the right thing right*
Green Corridor 2.0 – what is needed?

- Political support – all levels
- Stakeholders involvement; goods owners etc
- Pilot corridors
- Innovative solutions
- Low hanging fruits
- New business models
- Rules/regulations for test period/area
- Eliminated bottlenecks
Proof of concept

- Green Corridor Gothenburg – Zeebrugge
- Intermodal fashion transport
Combining Short Sea Shipping with Co-modal Rail
Joint Venture Partners

STORAENSO  goods owner

GREEN CARGO  Rail operator

GOTEBORGS HAMN  Port terminal operator

COBELFRET  Shipping line

SEA-RO TERMINAL NY  Port terminal operator

B CARGO  Rail operator

TRANS CORE  System provider
Building on "green" performance……

- Shoreside electricity in ports (no emissions, no noise)
- Low sulphur fuel, (approx. 0,8 % S)
- NOx reduction >95% (SCR, 0,2 g NOx/kWh).
- OXI-step for perfect combustion (reduction of hydrocarbons and particles)
One Stop Shopping

Multimodal Control Tower:

• Webbased interface
• Status reporting
• e-administration
• Carbon footprint
• KPI:s
• Analytics
Carbon Footprint Calculator

Step 1: Enter the total tons of freight shipped:
- Enter average truck weight (tons): 18

Step 2: Enter the length of haul:
- Enter Distance: 0

Step 3: What if: You went green?
Move the sliders to see emissions savings:
- Truck to Intermodal: 0%
- Truck to Rail: 0%

Emissions Profile: Current Network
- Footprint (tons): 0.00

Emissions Profile: Green Network
- Footprint (tons): 0.00

What do these savings mean?
- Number of Cars off the road!
- Number of Trees Planted!
- Shipping by Rail reduces emissions by 0.00 tons

*The emissions analysis provided above was developed by Norfolk Southern for estimating purposes only. For a detailed analysis of actual emissions savings opportunity please contact Modalogistics at www.modalogistics.com or contact your Norfolk Southern account representative.

Courtesy Norfolk Southern & Modalogistics
Project status

Transport system analysis
Frequency
Schedules
Capacity
Market analysis
Green corridor vs. road on selected destinations
Work in progress/ahead
Deepened market analysis
Start-up
A new standard for sustainable transports
FILM GreenCargo, Scania, Volvo

www.greencargo.se
With the new solution KappAhl-transports goes from good to great

157 tonnes

40 tonnes

5 tonnes!
Proof of concept

- Alternative fuels
- Standardised cargo modules
- IT solutions

- MENTAL SHIFT, complete and not compete