

Ladies and gentlemen,

It is really a positive surprise to see the high number of concrete ideas that can be used for implementing the approach of our Scandinavian-Adriatic corridor!

Of course, we already have had some ideas – otherwise we neither had initiated the transnational projects or, participated in other projects or nor would we have adhered to this corridor idea for such a long time!

Dear guests and speakers, therefore I would like to thank you for your ideas and discussion!

Please, allow me to summarize the results of today's discussion.

## **Session I**

### **Framework conditions and objectives of development**

Please, let us remember:

In May 2007, the European Ministers, responsible for spatial and urban development resolved the “Territorial Agenda of the European Union” and the “Leipzig Charta” for the European Cities at their informal meeting in Leipzig.

By this, the responsible ministers have agreed, for the first time, on common principles of urban policy and the needs for action in the field of regional development for the years to come. The common European Regional Development Concept formed the basis thereof. This concept had stressed very clearly in 1999 that the competitiveness of Europe as a whole has been depending on the

strengthening of the European economic region, its metropolitan areas and the cooperation among them.

Despite the objectives aiming at the strengthening of regional competences, the high-quality connection of the regions constitutes an indispensable prerequisite.

*Dr. Troche* clearly showed that the tools of the European specific areas of policy would come to nothing without a common, supra-regional and sustainable strategy. The TEN-T core net forms, together with the intermodal hubs, the backbone of an efficient and climate-friendly European transport system.

That's the reason why the capital region Berlin-Brandenburg actively accompanies the process on the revision of the European transport network:

going away from the patchwork of the national-regional infrastructural wishes towards a harmonized and combinable high-quality transport network on an optimal infrastructural basis.

*Dr. Erdmenger and Mr Bellati* showed how the balanced regional development has been influenced by the regional-economic potentials and their development at national and European levels.

The strategy of the "Green Corridors" cannot easily and quickly be implemented, but it includes just this following comprehensive approach:

Therefore, the Commission decided in October 2007 to combine the different modes of transport and logistics in the green corridors. This can ensure an integrated, climate and environmentally friendly freight transport contributing to the quality of life of the European citizens and being marked by energy efficiency.

Nowadays, there is no longer “a certain singular responsibility for a particular matter”...!

In this respect, for example, *Mr Behrens* has explained to what extent the obviously highly specialized field of logistics helps develop spatial and economic potentials.

This means for our “Green Corridor” between Scandinavia and the Adriatic that its infrastructural and economic offers

- a) have not yet been exhausted and
- b) that even clearer signals are expected from the regions for these corridors!

## **Session II**

### **Transnational cooperation, logistics and green transport corridors, potentials for implementation**

“Development through growth, innovation and sustainable dealing with our resources” - this has become the guiding principle of action at all levels.

The attention paid to the rail connection of the ports, of intermodality in the entire corridor and the hinterland connection of the hubs and nodes were investigated in detail in various transnational projects, also in our corridor as *Mr Engström and Mr Stevanato* explained to us.

In this respect, it was important for all parties involved to focus on the connection and development qualities existing in the development corridor between Scandinavia and the Adriatic.

The traditional Rhine corridor as one of the most important axes between the North and South of Europe has been - as we know –

congested. The conflicts between transport volumes and settlements are increasing to a considerable extent. There are enough transport needs to develop spatial alternatives as well. I therefore ask the colleagues working in the transport and logistics sectors to have a look on the results and proposals of the projects and to check them in detail.

Ladies and gentlemen,

I have learned from the speeches that our orientation towards multimodal and rail transport, and in this respect especially in land transport, has been completely the right one:

- Energy-efficient and climate-friendly,
- Safe
- Efficient and suitable for high volumes to cope with,
- Overcoming long distances.

It was right that we asked for an investigation in terms of regional development to see how more freight can be shifted from road to rail.

As spatial planners we have to know where we should use which infrastructures most efficiently, and which areas show the greatest demand. I am therefore very grateful that the Federal Ministry has supported us with this complex issue.

It was just an exciting result of our study on the innovative loading technologies to see how many different systems are available on the market and with very special features for special applications.

Apart from the technically impressive demonstrations in Wustermark, Leipzig or Rostock, now it is your turn in your capacity also as users:

- We offer routes and hubs.
- Hubs that, of course, do not only connect North and South, but also East and West!
- You may benefit from the formation of block trains and the use of suitable loading technologies in our corridor.

In this respect, our colleague of the logistics and transport sectors, *Dr. Günter, Mr Amberg and Mr Possegger*, as well as of the ports, *Mr Orlandi and Mr Lembke*, explained to us interesting ideas and thoughts.

### **Session III**

#### **Fields of action and further proceeding**

This means, we have participated, according to the action plan on freight transport logistics of the European Commission that was passed in 2007, in the creation of a Green Corridor.

*Mr Sjögren*, you were one of the first who stood for the development of green corridors at national and European levels.

For example, based on our common and cooperating projects, both projects tailored to the participating regions as well as transnational and precise approaches could be elaborated. In this regard, I think of the initiatives on climate-friendly shipping traffic, the concepts on block trains, the accompanying studies on the innovative logistics solutions or the use of climate-neutral fuels.

In this respect, I would like to remind you of the new role of mid-sized companies and family-owned companies – even, but not only in the logistic sector. The mid-sized companies provide 70% of the private-commercial jobs in the EU. It constitutes an essential factor for life satisfaction in the regions.

We are going to further strengthen our cooperation also at political level.

We want to continue our cooperation in a self-sustaining “Scandria Alliance”!

This alliance should bundle the forces being interested in the development of the entire corridor. We envisage a model at three levels:

**(chart 2)**

A core group will form the central element that coordinates both the political work and the technical work. Furthermore, it should also guarantee the communication with the EU, the regions involved, economy, science and administration.

It must have the required knowledge and sensitivity to set on the right impulses for processing topics in the individual case. It organizes the most important comprehensive processes and arranges the business of the alliance.

Implementation and processing of the strategic demands should be performed again by several work groups at working level. Concrete projects may be developed and performed, studies may be prepared or events focused on special topics may be organized. In this regard, it is important that the core group takes up the right thematic issues.

However, this cannot be done without the political support and the political agreement on common interests. Therefore, the third level must be formed by a common roof, a “SCANDRIA FORUM” being supported by the participating politicians and that meets about once a year. This forum will also pave the way for objectives and tools and will take stock of the achieved effect.

The alliance will maintain close contact with other, thematically and geographically related initiatives and projects and will integrate them, if wished, in the direct work.

By making reference to our today’s discussion, this alliance might help in very concrete terms, for example,

- facilitate the border-crossing agreement on the application of new loading technologies,
- provide networks, shippers, logistics experts, service providers and users of such services a platform and, last but not least,
- acquire suitable EU tools for funding.

Of course, we have to continue to put the topics to be dealt with in concrete terms. We intend to

- further pursue the block train offers,
- support innovative loading technologies in terms of space and user-friendliness,
- facilitate the use of alternative and climate-friendly fuels and to check them for spatial effects,
- establish new marketing structures....

Apart from a continued political support of the Green Corridor, we want to further deal with current issues in projects, studies and initiatives.

At present, the capital region participates, for instance, in a transport cluster initiative in the Baltic Sea Region and in the project “TransGov” on the level-crossing and multidisciplinary cooperation; in future, the assessment of the eligibility of applications will depend on this cooperation to a greater extent in the very different programs.

Ladies and gentlemen,

after today’s meeting I’m highly confident that we will be successful.

Many thanks to all parties involved many thanks to the speakers and the organizers!

Let us go together to the German Transport Research Association later - there you will get the opportunity to discuss the ideas presented here much more in detail with the responsible bodies and other stakeholders of the logistics sector.

And last but not least, I would like to emphasize the last item on the agenda. Of course, you are warmly invited to take part in the “Networking” at 8.30 p.m. by letting the day end in a nice atmosphere.