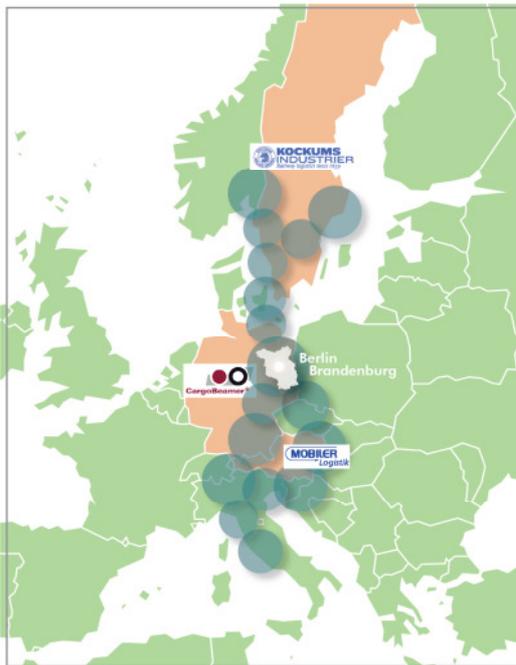


Executive Summary of SCANDRIA® Add-on Project IloTech

The Interreg IV B – Project SCANDRIA “Scandinavian Adriatic Development Corridor” came to the conclusion, that there is potential for modal shift of freight traffic from road to rail. However, the shifting potentials and traffic volumes are not always sufficient to fill block trains. In the context of globalization and European integration strategy, the volume of freight traffic along the SCANDRIA®-corridor will further increase. The opening of the Brenner base tunnel is expected to facilitate this development. The SCANDRIA Project is aiming at to further and sustainably intensify the use of the corridor potential by the shippers and logistics service providers. Related public relations and marketing activities as well as block-train concepts have been developed.



The objective of the SCANDRIA® add-on project IloTech is to facilitate shifting of road freight traffic to rail supported by innovative logistics technologies and operational concepts. The project aims at to further improve economic attractiveness of additional intermodal operations. Therefore additional approaches and potentials to achieve transport, spatial planning and environmental objectives through the use of innovative logistics technologies and operational concepts were analyzed. The result is the identification of economically efficient and environmentally friendly technology concepts, whose implementation is also conducive for the economic region of Berlin-Brandenburg.

Basing on existing studies and own investigations, existing technology concepts have been analyzed, whereof 12 concepts were identified as ready for implementation. Those were summarized and evaluated with regard to the shifting of non-craneable road transport units to rail.

During a workshop held in December 2011 in Berlin four preselected technologies, which are developed within the Scandinavian-Adriatic-Development-Corridor SCANDRIA®, were introduced and discussed with industry partners and associations, politicians and members of the administration departments of Berlin and Brandenburg. Using a multi-criteria analysis and expert-interviews with potential users and industry partners, the most economically and ecologically efficient technology concepts were selected and pursued. The analysis of multi-criteria analysis has revealed that all concepts with their different technique and technology are sufficient to the different requirements of the user respectively have been developed focusing the specific requirements. The Swedish MegaSwing-concept has been favored by the majority of the assessment. The German CargoBeamer concept ranked No. 2. The Austrian concepts of "Mobiler" and "ISU" ranked No. 3 and No. 4.



MegaSwing

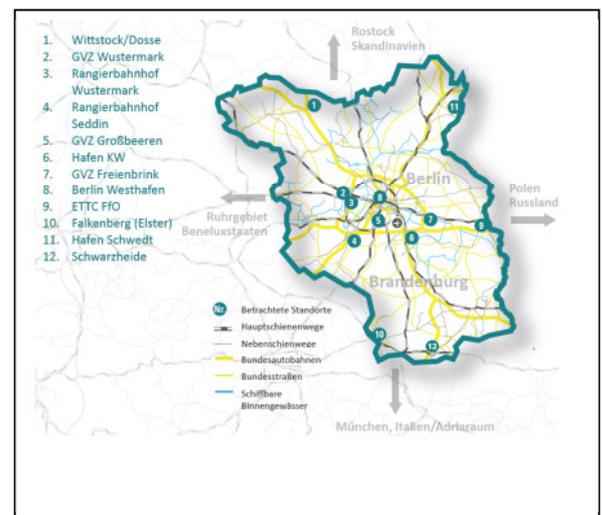
CargoBeamer

Mobiler

For companies, who do not have rail sidings (anymore), the MegaSwing concept can connect them to rail again, so that the use of rail transport for these companies, basing on an appropriate concept and individual persuasion, can be of economic interest again. The CargoBeamer system is in terms of transshipment nodes and the associated rapid turnover, for the turnover of large quantities of in the Berlin-Brandenburg region, regardless of their craneability, the most suitable concept. The Mobiler system is designed for dedicated supply chains and is defined as a flexible and smooth flow of material for inter-works services. For further project processing, it was decided that for the innovative logistics technologies of MegaSwing and CargoBeamer suitable locations in the Berlin-Brandenburg region should be evaluated. The Mobiler concept, as an inter-works services solution, shall also be considered from case to case as a supplementary conceptual solution.

In the following locations for the three technologies within the transport network of the capital region Berlin-Brandenburg were selected. The site assessment was conducted basing on a list of criteria which takes traffic and logistics aspects as well as aspects of regional planning into account. When evaluating a multi-stage selection procedure was applied. After a preliminary selection of all sites in the capital region Berlin-Brandenburg, in a further step defined exclusion criteria narrowed down the site selection. The assessment has shown that regardless of the use of any innovative logistics technology, the locations of GVZ Berlin-West (Wustermark), GVZ Berlin-South (Großbeeren), City GVZ Berlin-Westhafen, ETTC Frankfurt/Oder and the GVZ Berlin-East (Freienbrink) are suitable.

As a second step the selection criteria have been compressed as part of the detailed examination of the bounded sites. Both the GVZ Berlin West and the GVZ Berlin South could be identified as suitable locations for the "CargoBeamer" and the "MegaSwing" due to the traffic-related intermodal connections and adequate supply of space. In addition, there is the possibility and the chance of demand-oriented use of all three systems, as the "Mobiler" concept, due to the low demands on the infrastructure, at both sites can be used.



If required, the GVZ Berlin-West and GVZ Berlin-South can be connected via shuttle train. To implement this technological approach, especially the marshaling yard at the RLC Wustermark can support the future ability of planning trains and increase their frequency. For the selected sites, special site layout plans with reference to the use of the respective innovative logistics technology have been developed. In further steps, it is intended to introduce the concepts and layouts to respective operators, concerned local authorities, other cooperation partner within the Corridor and the railway infrastructure companies. Furthermore, the formation of pilot trains is intended, so that an implementation of the concepts can be done as soon as possible.