

FOSTERING MULTIMODAL SHIFT

Feasibility study for direct railway freight services between Hamburg and Scandinavia



Within the framework of the EU INTERREG BSR project Scandria2Act the project Partner Logistics Initiative Hamburg elaborated and conducted a feasibility study for direct railway freight services between Hamburg and Scandinavia.



Fehmarnbelt Fixed link map
Source: Femern A/S Germany

The study aims to show the current situation on goods transport between Hamburg and Scandinavia on the Scan-Med corridor over the different available transport modes, identify and show the role on railway cargo transport on this corridor and – as the key objective – elaborating findings and recommendations how to strengthen this mode of transport in the future in order to achieve modal shift effects from lorry/road transport towards more sustainable rail transport.

RESULTS/CONCLUSIONS

Excerpt from the elaborated recommendations:

- All parties involved should aim for a continuous development of collaboration on harmonized cross-border corridor approaches on strategic as well as planning level to ensure seamless and efficient transport corridors and services.
- It is recommended to create a transport policy framework to reduce negative impact on existing ro-ro and ferry services on the corridor through the opening of the Fehmarnbelt fixed link.
- Transport policy should increase incentives for modal shift. As a positive example, the reduction of track path prices in rail freight traffic decided in Germany in 2019 can be cited here. Such measures have a direct positive effect on the competitiveness of rail as a mode of transport and therefore strengthen it directly.
- To achieve modal shift, shippers must create or increase their awareness towards rail as a mode of transport. It is necessary to achieve better networking and information of the shippers, e. g. in order to minimize obstacles to rail transport due to a lack of counter-quantities of cargo.



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