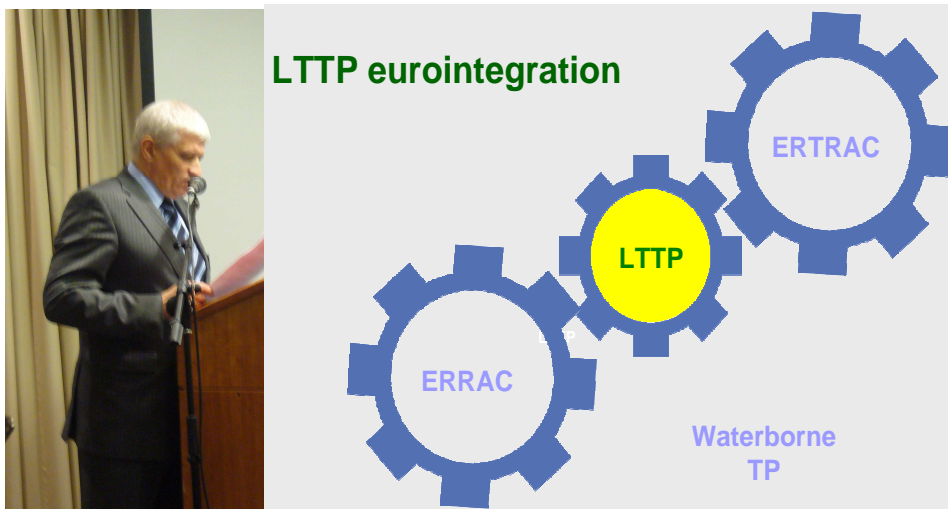


Intermodal Promotion Centers

Seminar in Vilnius 7-8 December 2006



Prof. Algirdas SAKALYS

18 December 2006

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East West Transport Corridor KARLSHAMN

Title: Intermodal Promotion Center

Documentation from the Seminar in Vilnius, 7-8 December 2006.

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Publication 2006:WP1_REPORT

Publishing date: December 21, 2006

Publisher: Region Blekinge

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Scriptwriters: Annika HENESEY, Anders WIBERG

ISBN:

Layout: East West TC Secretariat

Distributor: Region Blekinge, Ronnebygatan 2, 371 32, KARLSKRONA, Sweden

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Concluding Remarks

By Project Manager *Mattias W ALISCH*

This first session introduced the history of fundamental concepts and issues, and set the stage for the whole Seminar. We were again reminded that states, regions and organizations alike should recognize that intermodal transport encompasses an environmental dimension, that many conflicts between and within states may be related to the scarcity or the mismanagement of common resources.



Mattias W ALISCH, Project Manager East West TC

Corridor thinking is good not only for infrastructure development but also for organisation. Intermodal Promotion is no longer a matter of purely academic studies. It is a much broader concern.

Therefore, policy makers, the public, and the scientific community as well as the private stakeholders related to transportation must work together to promote intermodal transport routes and should strengthen their co-operation in that regard.

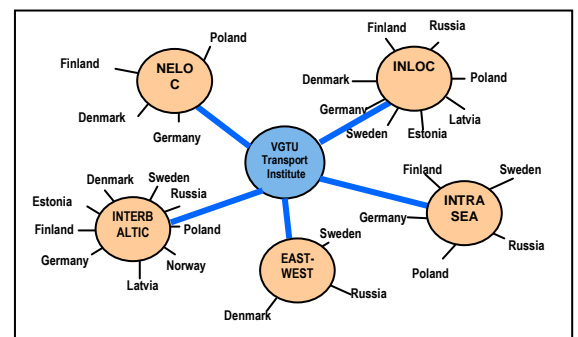


Klaus EBERLING, EIA

The EAST WEST TRANSPORT CORRIDOR Project, as a project organization, having a comprehensive approach and is concrete in its example to intermodal transport development, is very well placed to promote this idea and to act on it. In fact, through our flagship topic – the Intermodal Promotion Centers (IPC) - we are already doing so. We have experience, we have partners and we have a solid basis to build upon.

In this context I want to commend again the Vilnius Gediminas Technological University (VGTU) initiative on the IPC *form and taps of content* for choosing to place this topic – A New Idea of Intermodal Promotion (based on technological platforms) in the EAST WEST TC Area – high on the projects agenda next year. Out of the VGTU initiative – despite the change of conceptualisation from intermodality to co-modality by the EU COM - we can just proceed towards some concrete pilots of the most needed instrument promoting modal split and swop.

The EWTC should encourage its participating States to consider these issues when developing their national policies.



Intermodal transports in the BSR should be seen as part of the solution rather than a part of the problem, as they represent the necessary link between Asia and Europe,

and an essential part of sustainable transport management.

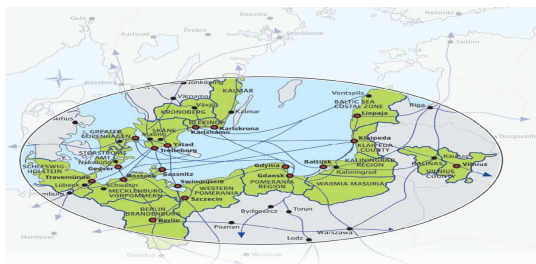


In more concrete terms, the Intermodal Platforms could even assist transport law enforcement and governance through education, training and capacity building among all levels of stakeholders and can further contribute to the exchange of experiences in the real implementation of intermodal transport related programmes, e.g. concerning security, safety and their related consequences.



Lars KÄLLSTRÖM, BMT Transport Solutions GmbH

The session one also highlighted instruments and activities developed by other organizations. We heard about the PROMIT projects first findings on Intermodal door to door service, which is a tool for sustainable and effective transport development and provides the necessary regional framework for the exchange of experience on transport management. We were also informed about the EU's legislative framework and EIA instruments to develop intermodal transports. The EWTC will further explore ways of co-operation with the Secretariat of the PROMIT and EIA, in the context of the next year's Seminar and Strategy process.



Baltic Gateway

The Baltic Gateway project, with their well-built political backup, the quick start programme and funding, can also provide guidance for also non EU countries in transports.

In front of us lays also an opportunity to work closer with e.g. the Office of the Co-ordinator of OSCE Economic and Environmental Activities in their work on transport, as the organisation with a strong focus of the developments in the so called "-stan" Countries in Asia. In order not to decrease environmental capital, environmental impact assessments are a crucial component for developing transport corridors.

Public environmental information centres supported by OSCE play a fundamental role in generating involvement of the public and academia in these assessments as well as in other democratic governance processes. The OSCE can strengthen its support of public environmental information centres as well as of general civil society capacity-building in order to increase good governance and transparency.



Bernard SNOY The Co-ordinator of OSCE Economic and Environmental Activities

The EWTC might be instrumental in promoting this.

This second session was a very important one as it highlighted the great challenges many stakeholders in the south Baltics but in particular from the EWTC will meet and

are meeting, as a result of different legacies or mismanagement concerning intermodal terminal standards. The variations are extremely high. As an example the some terminals are just managed by simple hand lifts others has a well developed crane system.

E.g. different standards as well as transboundary problems like the transport of hazardous waste (also illegal) pose an environmental security threat to the participating States along the corridor.

The added value of the EWTC was not exemplified during the session but the EWTC has the capacity to start to tackle problems affecting the environment and livelihoods from a cross dimensional perspective.



The EWTC study on Intermodal terminals along the Eastern side of the EWTC, catching the Mercury and Viking legs in Belarus/Ukraine and Russia, is a good example in this regard and can be already considered a "success study".

It now has to be completed by the knowledge from the Western leg of the corridor, something that will be performed during the first quarter next year. The future and planned Strategic Environmental Assessment study for the EWTC will then have a firmer base to form its analysis on. EWTC further involvement in strengthening the capacities of border control agencies – as recognised in the well visited Business Development Seminar held in Karlshamn - the week before this - could be another example of further cross dimensional activities.



Pics from Vladas STŪRYŠ, presentation

Yet another could be to closely follow the Commission's communication of Freight Transport Logistics in Europe – as the key to sustainable mobility.



Excursion to the Intermodal Terminal Ad –Rem (Vilnius)

This session also brought out an attractive catchphrase I think would be a simple corner stone of the East West Transport Corridor message to send concerning the intermodal brilliance of effectiveness and security and specifically in relation to e.g. Motorways of the Sea Concept:

When the cargo moves the driver sleeps!



Andrius JARŽEMSKIS, Vladas STŪRYŠ, Vytautas PALAUSKAS

While existing problems of transport development have to be addressed as soon as possible, guidance or even prevention should also be a key priority for everybody.

The EWTC could be instrumental in sharing best practices in both regards. We heard during this session some embryonic discussions in this regard.

As a conclusion, out of the great interest from both the Lithuanian and Swedish governments on Intermodal transports in general and their participation in this IPC seminar in particular are very encouraging.



State Secretary Alaminas MACULIS

There is no doubt that such active interest from the national level is needed for realising the East West Transport Corridor objectives.



H E Ambassador Malin KÄRRE



Pictures from the Seminar



Klaus EBELING and Marcel HUSCHEBECK



We at the East West Transport Corridor Secretariat

Thanking you all for a good cooperation 2006 !

Merry Christmas

and

A Happy New Year!





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