

Growing interest for corridors

Efficiency with bigger trains and better service

Speakers agreed that a growing need for intermodal transport exists. Well-functioning, well-planned corridors also attract investments into the area.

Rail transport can be made more cost effective by swift connections and freight corridors without borders.

ó Rail transport can be made more cost effective by optimizing wagons, trains and infrastructure, says **Bo-Lennart Nelldal**, Professor Emeritus in Railway Traffic Planning at Royal Institute of Technology in Stockholm.

In Switzerland, Austria, Sweden and Germany the share of rail is increasing, whereas in for example Ireland and Spain it is decreasing.

ó On the whole, the share of freight transport by rail is generally very high in both USA and Russia, Nelldal says.

To attract more customers, rail transport must provide good quality at a reasonable cost.

ó Efficiency is achieved by good infrastructure capacity, longer and heavier trains, bigger axle and meter load, automatic couplers, larger gauges and loading gauges, Nelldal says.

In Sweden, the aim is to take into use trains that are 750 meters long. This is not unusual, as 835 meters long trains are already operated between Hamburg and Copenhagen, and a 1050-meter-long train is planned to operate in France by 2018.

Well-functioning intermodal terminal handling is also crucial.

In German crowded cities: lack of space & infra

In Germany, new alternatives are sought to ease the situation in cities far inland:

ó In Stuttgart area, Germany, we are seriously looking for alternatives to sea routes and the political will already exists, said **Martin Brandt** from KLOK Kooperationszentrum Logistik e.V in Stuttgart.

Stuttgart area relies heavily on export. There are lot of factories producing cars and machines, a lot of them market-leaders.

The bottleneck in Stuttgart area is currently the available space and infra. The Stuttgart area is very densely populated and geographically limited by narrow valleys. There is little space and a constant lack of infra.

ó More space for loading and unloading is needed and overall, there is severe lack of especially mid-size infra, Brandt told.

However, co-operation with the private sector has proven successful, and more is to come.

New developments in co-operation with Russia

In Russia, the percentage of cargo transported by rail has remained relatively high despite the political and economic situation. With Kouvola's TEN-T status and location as the easternmost hub in EU, there is a lot of potential to be used.

Russia's trade with Finland has come down in last few years. This shows in figures for railway cargo, as well.

ó The export to Finland decreased by 16% this year and import from Finland with 31%. This will continue for a while. However, it is estimated that in about three years the trade volumes are what they were in 2014, estimates **Vladimir Spiridonov** from the Russian Trade Federation

Despite the fall in figures, co-operation in logistics functions well and there is some new developments, too.

ó A lot has been done to make the connections better. An agreement on transportation of dangerous goods was signed in 2013 and an agreement on direct connections, made in April 2015, is to be ratified soon, Spiridonov says.

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