



Institut für Zukunftsstudien und Technologiebewertung
Institute for Futures Studies and Technology Assessment

Intelligent Growth in the Transport Corridor Germany- Scandinavia

Visions for Sustainable and Connecting Infrastructures and Strategies

Dr. Robert Gaßner, Christian Kamburow

Arbeitsbericht Nr. 25/2006

Berlin, February 2006

Documentation of Future Workshop

“Intelligent Growth in the Transport Corridor Germany-Scandinavia – Visions for Sustainable and Connecting Infrastructures and Strategies”

within the COINCO project

February 9th, 2006

Convention centre “Katholische Akademie”, Berlin

Concept/

Moderation: Dr. Robert Gaßner, IZT

Co-Moderation: Timon Wehnert, IZT

Documentation: Dr. Robert Gaßner, IZT
Jana Flemming, IZT
Christian Kamburow, IZT
Matthias Richter, IZT

Participants:

Dr. cand. Magda Bender, geographer

Prof. Karl-Heinz Breitzmann,
University of Rostock, Institute for Transport
and Logistics

Jan Eldeby, German-Swedish Chamber of Commerce, regional office “North”

Jana Flemming, Institute for Futures Studies and Technology Assessment

Daniel Günther, DIALOG Public Relations

Prof. Per Jespersen, University Roskilde, Center for Transport Research

Christian Kamburow, Institute for Futures Studies and Technology Assessment

Peter Kwaß, NORDICenter at the Technology Centre Neuruppin

Joachim Lund, Lund Wachstums-Förderungs-Strategie

Uli Molter, Technical University Dresden, Institute for Geography

Dr. Ines Nagijew, Regional Planning Association „Middle Mecklenburg/Rostock”

Angelika Pauli, Institute for Regional Development and Structural Planning

Jörg Podzuweit, Transport Union TRANSNET

Matthias Richter, Institute for Futures Studies and Technology Assessment

Elfriede Schlittenbauer, German-Swedish Chamber of Commerce, regional office “North”

Karl Schmude, Ministry of Labour, Construction and Regional Development Mecklenburg-
Vorpommern

Dr. Carsten Schymik, Humboldt University Berlin, Northern Europe Institute

Jirka Stachen, Investitionsbank des Landes Brandenburg

Christoph Stroschein, Stroschein Consult

Arnulf Tiffert, Chamber of Commerce and Industry Rostock

Dag Yngland, Journalist





COINCO – Corridor of Innovation and Cooperation

COINCO covers the crossborder region stretching from Oslo via Gothenburg, Malmoe and Copenhagen in Scandinavia to Berlin/Brandenburg in Germany. Up to 12 million inhabitants live in the corridor, which include three capitals and a number of larger cities, as well as some of the most important centres of logistics, science and education and a unique variety of cultural and tourism attractions. It is the main goal for the COINCO project to create a sustainable, attractive and competitive region in a European and global context. Futures Workshops were used to identify and develop possible targets and goals within several meetings in the COINCO region – one of these meetings facilitated by IZT in Berlin. The following work report is the shortened documentation of the German Future Workshop. The detailed documentation is available in German as IZT ArbeitsBericht 24/2006.

More information on www.coinco.nu

Table of Contents

1	Introduction	5
2	Phase of Criticism.....	5
2.1	Complete Lists of Criticisms.....	6
2.2	Selected Main Criticisms with Examples	8
3	Utopian and Phantasy Phase	10
3.1	Excursions into Desirable Utopian Futures	10
3.2	Selection of Ideas through “Expert Duos” and “Interpretation” of the Ideas	17
4	Phase of Realisation.....	20

1 Introduction

The following work report is the shortened documentation of the German COINCO Future Workshop. The detailed documentation is available in German as IZT ArbeitsBericht 24/2006.

As a first step trends were collected by all participants to become acquainted with each other and the theme. The leading question was:

What are the upcoming developments? Think about foreseeable changes or challenges regarding German-Scandinavian traffic. Refer to *one* example which will shape or at least change the future – maybe also your individual situation – of the German-Scandinavian traffic.

Each participant wrote down his trend and presented himself and his trend to the auditorium.

2 Phase of Criticism

In a second phase, three groups were formed, each group drafted a list of criticism with focus on the following question:

Keeping in mind the possibilities in German-Scandinavian traffic and transport but also infrastructures for logistics and tourism – what is insufficient, what bothers or hinders you, where do difficulties evolve again and again?

In the next step each group selected four **main** criticisms. These in total twelve main criticisms were presented to the plenum and jointly clustered. After that, concrete examples regarding the criticism clusters were collected.

2.1 Complete Lists of Criticisms

Work Group 1

- Few tourists from Scandinavia in Mecklenburg-Western Pomerania (Mecklenburg-Vorpommern – M-V) and Brandenburg.
- No fast and direct flights from M-V to Scandinavia.
- Bad railway connection from Berlin to Rostock.
- Good connections to Northern Germany but not beyond.
- Bad ferry to rail matching in Rostock and Nyköping.
- Omission of the high speed ferry Rostock – Trelleborg (Dolphin).
- Trelleborg is cut off.
- No direct flights Rostock – Malmö/Stockholm.
- Only the motorways from the new Bundesländer to Scandinavia are good.
- Transportation of heavy loads from Northern Germany to Scandinavia is complicated due to bad ship connections.
- Politicians' failure to recognize the role and the potential of Scandinavia for Northern Germany.
- Harbours are not connected to cities by public transport (examples: Rostock, Saßnitz etc.).
- There is no "We" feeling in Northern Germany.
- Different perspectives in Oeresund region and Northern Germany (M-V, Brandenburg).

Work Group 2

- Traffic is driven by functional integration.
- Bad train connection (long journey time, travel chain is complicated, bad organisation/ no combined/ collective ticket, tourism suffers from bad connections).
- Truck traffic will grow.
- Increased freight traffic via Rostock.
- Few alternatives to road connections.
- Bad ferries (bad quality, no competition, journey time too long).
- No political attention for the North.
- Journeys are complicated.
- Modal split is not optimal.
- Onesided pictures/ images, insufficient knowledge about each other.
- Marketing of tourism is inadequate.

- Traffic ignores structurally lagging regions (connection of regions, regional binding of tourism traffic).
- Different “cultures of traveling”.

Work Group 3

- No direct rail connection from Berlin to Scandinavia.
- No connection from the rail station to the ferry in Warnemünde.
- Railway hub Rostock underdeveloped and with too little capacity: obstruction of freight and passenger transport.
- Bad and unacceptable journey time form Berlin to Rostock and Sassnitz.
- Bad quality of trains and wrong rolling stock respectively (regional trains, public transport).
- Public transport connection in Gedser and Trelleborg not optimal.
- Not enough car capacity on ferryboats in peak seasons.
- Lack of engagement for the corridor.
- High speed ferry Rostock – Trelleborg discontinued.
- Development potentials not recognized yet (e.g. Stettin).
- Missing co-operation (e.g. Stettin): competition among (too many) harbours.
- Potential as seaport not yet recognized.
- Four different currencies are a handicap.
- Lack of knowledge about Scandinavia in Germany, no awareness of the economic power.
- Fehmarn-Belt bridge is harmful for the structural development of the “Neue Bundesländer” (resulting in the missing of new markets and erroneous trends).



2.2 Selected Main Criticisms with Examples

Cluster 1 (“Lacking Awareness of Similarities and Differences”)

Criticisms:

- No awareness for the corridor (lack of knowledge).
- Different perspectives in the German and Scandinavian regions.
- Awareness of the different cultural strengths of the regions is unincisive.
- Potentials for innovation through cooperation with the North are not being recognized in Berlin-Brandenburg.

Examples:

- Many people think in corridors from before 1989.
- Stereotype travel images are still predominant.
- There is a competition between the eastern and western parts of the corridor: on one hand Hamburg – Schleswig-Holstein – Scandinavia and on the other hand Berlin/Brandenburg – Mecklenburg-Vorpommern – Scandinavia.
- If there was be more knowledge about the regions workforce would allocate better.

Cluster 2 (“Not Enough Direct Connections”)

Criticisms:

- No fast and direct flights from M-V to Scandinavia.

Example:

- There is no direct connection from Germany to the air hub Copenhagen.

Cluster 3 (“Increasing Truck Transport of cargo”)

Criticisms:

- Freight road transports are increasing despite political aims.

Examples:

- There is not really a political will.
- Deutsche Bahn Cargo does not engage for Rostock.
- Railroad shunting yard in Rostock is not being used.

Cluster 4 (“Bypassed Regions”)

Criticisms:

- Integration of regions in north-south traffic is deficient.

Examples:

- No tourism connection from Copenhagen to the Müritz region.
- Transit traffic is not bound in bypassed regions.
- Coordination between regional planning is underdeveloped.
- Local freight transport cannot be connected to the Transit .

Cluster 5 (“The Case Fehmarn-Belt Bridge”)

Criticisms:

- The Fehmarn-Belt Bridge is a problem.

Examples:

- The different parties have different motives.
- For Scandinavians the bridge is an ideological issue.
- The Rostock region is being discriminated and needs burden sharing.

Cluster 6 (“Deficient Public Transport”)

Criticisms:

- There are not enough offers for combined rail and ship travels.
- The freight traffic infrastructures (containers, railways) are insufficient.
- Railway connection Berlin-Rostock is bad.
- The public transport is badly organized.
- The regional connections in Northern Germany are bad.

Examples:

- The train needs more than three hours from Berlin to Rostock.
- The long-distance rail Berlin-Rostock has the comfort of urban transport.
- No direct connection from Berlin to Rostock.
- You always need several tickets.
- No direct public transport connection from the harbour of Trelleborg to Airport Malmö.

From Personal Main Criticism to Personal Slogan

As an introduction to the following utopian phase each participant decided in favour of one category, chose one example and rephrased it in positive words. That positive statement served as his individual slogan for the subsequent utopian phase.

3 Utopian and Phantasy Phase

The background story for the utopian phase was the attendance of a fictitious future discussion forum “German-Scandinavian Transport – Studying the Future”. In this



forum excursions were undertaken into desirable utopian futures, in which the participant’s slogans are reality. Three excursion groups prepared their virtual journeys by firstly illustrating the group member’s slogans:

How is a desirable future looking like and how does it cover all personal slogans of your group? Illustrate the new, the special flair, the message in an abstract drawing!

All groups had to produce positive “pairs of terms” by looking at the pictures. Finally each group chose three favourites of these connotations obtained for their own picture.

3.1 Excursions into Desirable Utopian Futures

The task of each excursion group was to analyse and explore the settings of their “Utopia”. All impressions had to be recorded and presented by a journey report for all participants (including a picture/ drawing, a sketch or similar). In doing so the group members concentrated on the following questions:

What characterizes the German-Scandinavian traffic and infrastructure in your utopian future? How do you realize that you are in Utopia? What are the specific characteristics? How do the selected “pairs of terms” affect supra-regional traffic and transport?

After returning from the virtual excursion creative travelogues were presented to all participants and the most important aspects or most innovative ideas and developments from the narration were collected.

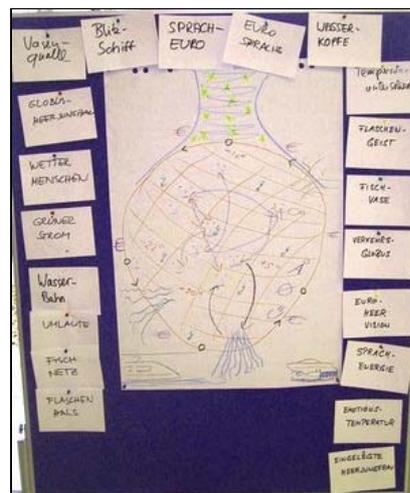
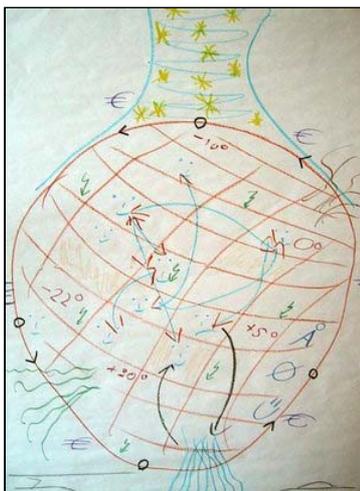


Orange Utopia

The following **slogans** regarding the issue “German-Scandinavian Traffic and Transport” were selected by the journey members of the orange group and taken into the utopian phase:

- New flight connection: direct connection Rostock/Laage – Scandinavia.
- Joint development perspectives Scandinavia & Germany (transport, cooperation, integration).
- Improved transport links are bringing people closer together.
- Norwegians, Swedish, Danish and Germans discover their common culture and explore the differences.
- Joint tourism marketing Scandinavia – Germany (considering the existing diversity of regional cultures).
- One ticket for entire Europe!
- Top-level political collaboration (international und regional).

Illustration of personal slogans with positive connotation



The following “**pairs of terms**” were selected by the journey members:

- “Euro Sea Vision”
- “Water Rail”
- “Traffic Globe”

After returning from the virtual excursion creative travelogues were presented to all participants and the most important aspects or most innovative ideas and developments from the narration were collected.

The following “most attractive/ innovative” aspects were listed by the plenum:

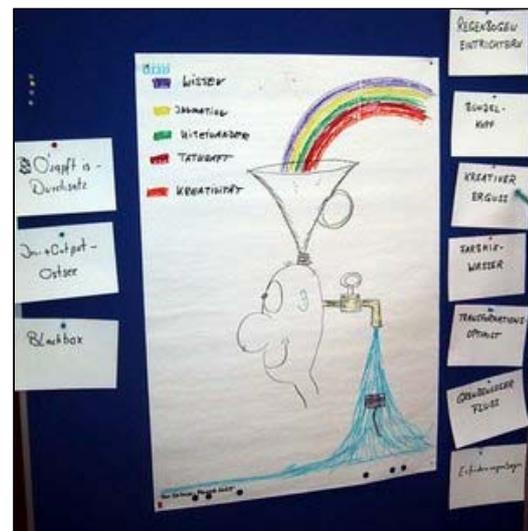
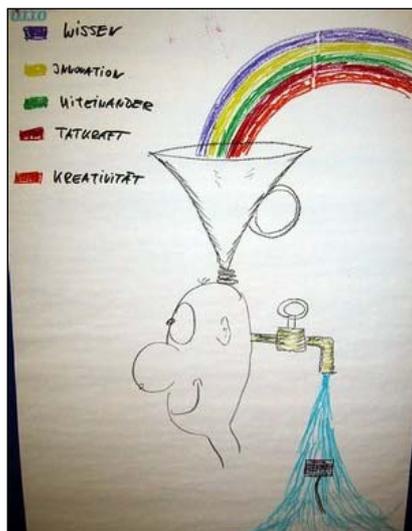
- “pneumatic delivery”-type cargo transport.
- Joint COINCO university.
- New Baltic Sea currency („Ostsee-€“ and „Skandis“).
- New (old) mailboats between Stettin and Oslo.
- The regions have their own characteristics.
- Mini-cruises on the Baltic Sea (instead of ordinary ferries).
- Supra-regional performance of the Nibelungen Ring.
- “Job motor Coinco” through cooperation of science and business
- also due to creative networks and the art scene(s)
- through cooperation in the field of sustainable energy use.
- Coastline water plane lines.
- Triangle of Cities Hamburg-Copenhagen-Berlin (-Rostock).
- New join internet domain “.os” (for “Ostsee”).
- Barefoot beach walkers.
- A powerful image of the COINCO region within Europe.
- Norway joins the EU.
- Mecklenburg-Western Pomerania is the German bridge to Scandinavia (→ “Mecklenburg-Vorschweden”, bull as a symbol).

Yellow Utopia

The following **slogans** regarding the issue “German-Scandinavian Traffic and Transport” were selected by the journey members of the yellow group and taken into the utopian phase:

- Interest and inspiration for new connections to be developed.
- Connecting North and Central Europe to one super corridor.
- Connecting people and regions.
- European upswing through mobility.
- Abandoning the Fehmarn-Belt bridge/ fair competition between eastern and western German-Scandinavian corridor.
- Work force exchange through better information.
- Effective co-operations.

Illustration of personal slogans with positive connotation



The following “**pairs of terms**” were selected by the journey members:

- “Boundless River”
- “Transformation Optimist”
- “The-beer-festival-is-opened Throughput”
- „Ozapft is“-Durchsatz

After returning from the virtual excursion creative travelogues were presented to all participants and the most important aspects or most innovative ideas and developments from the narration were collected.

The following “most attractive/ innovative” aspects were listed by the plenum:

- Long distances, short journey times.
- Celebrating together.
- Active cultural exchange – e.g. celebrating Midsummer.
- First class Baltic Sea ticket as a free “Vineta Ticket”.
- Renewable energy: use of solar energy also for transportation.
- The entire COINCO region is our homeland.
- One region of knowledge – you know what your neighbours are working on.
- Transformation optimists work on new job demands; creative services are being invented (high fun level, no unemployment any more).
- No language barriers (any more).
- New (old) “familiarity” with nature (“Good friends with the elk”).
- Baltic sea as a “beer sea”.

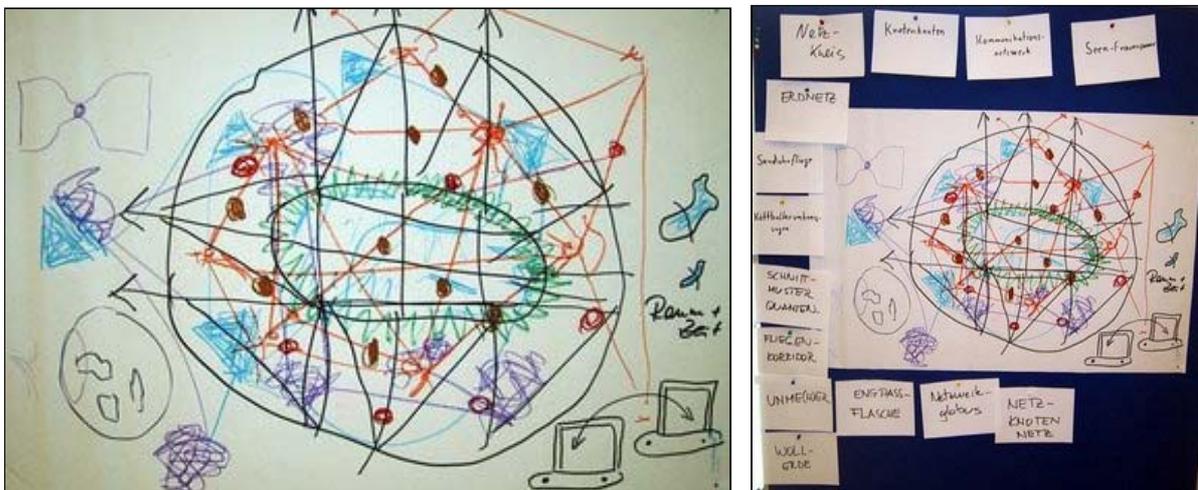


Green Utopia

The following **slogans** regarding the issue “German-Scandinavian Traffic and Transport” were selected by the journey members of the green group and taken into the utopian phase:

- An alternative to the Fehmarn-Belt bridge as part of the north-south axis.
- No road traffic.
 - More coalescence of Scandinavia, Mecklenburg-Western Pomerania and Berlin-Brandenburg to one joint region.
- Cooperation of the regions.
- Berlin-Brandenburg cooperates with the “North” in the fields of education, science and innovative economic sectors.
- Scandinavian innovation potential help North-East-Germany and Berlin: “Innovation Region Scandinavia-Berlin”.
- Tourists from Northern and Southern Europe stopover in Northern Brandenburg and Mecklenburg-Western Pomerania.

Illustration of personal slogans with positive connotation



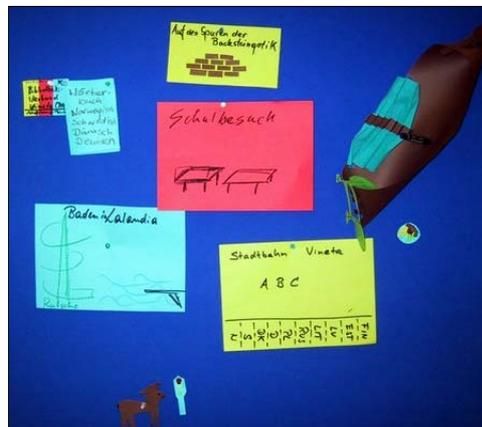
The following “**pairs of terms**” were selected by the journey members:

- “Lakes of Woman-Power”
- “Wool Earth”
- “Köttbullar Orbit”

After returning from the virtual excursion creative travelogues were presented to all participants and the most important aspects or most innovative ideas and developments from the narration were collected.

The following “most attractive/ innovative” aspects were listed by the plenum:

- Short distances: Vineta becomes one huge metropolitan area.
- Water as a leisure and working space.
- “Baltic-Sea-Federation”.
- Women as state presidents.
- All distances are equal.
- “City railway Vineta”: 1 ticket for 10 regions
- Only one ticket needed for all regions.
- “Vineta-University”:
- A virtual university
- Any book available at any time at any place.
- Everyone can attend all schools in the “Vineta” region.
- Elks in M-V; go-ahead for elks.
- Consistent Baltic Sea fiscal system.
- Business travels by bicycle and ship.
- Conservation of regional identities: “Brandenburg-Teller” und North-German Brick Gothic keep being regionally associated but are accessible everywhere.



3.2 Selection of Ideas through “Expert Duos” and “Interpretation” of the Ideas

From all listed “attractive ideas” and “innovative aspects” of the utopian presentations the most interesting ones were selected by two-person teams. The selected ideas were presented to the plenum and checked for overlapping. Afterwards the selected ideas were interpreted by the plenum using the Brainstorming method:

“What is the meaning of this idea for us here and now? What does it stand for?”

“Transformation Optimist”

- They are “all-round dilettantes”.
- That would be a job motor.
- They would be kind of trend scouts.
- They invent jobs.
- Thinking without limits would be necessary.
- They are “catalysts” for learning.
- It is a kind of “Task Force”.
- A new work concept is needed.
- These are “intermodal” experts.
- They are “mobilizers” and “realisers”.
- It means the abolishment of thinking in stereotypes.
- They have to be networkers.

„Job Motor COINCO“

- New jobs evolve from linking science with economy.
- This demands horizontal and vertical cooperation.
- Employment is also a cause for traffic.
- This means also health tourism.
- That means the connection of strong industries.
- Increase of effectiveness and profitability at declining foreign trade prices.
- The know-how of elder people has to be used.

“One Whole Region of Knowledge”

- Trans-regional knowledge management.
- Technology transfer.
- “Transfer of students and professors”.
- Theory and practice are working hand in hand.
- Knowledge is power.

“Pneumatic Delivery”-type Cargo Transport

- Making freight transport invisible.
- Freight transport without frontiers.
- Comparable to the existing pilot project in Dortmund.
- Fast, rail bound, automated freight transport.
- Getting over the boundaries of common carriers.
- Overcoming the administrative constraints (e.g. customs).
- Toll.
- No toll.

“Baltic Sea Federation”

- To start with an intensive communication.
- Economic and traffic policy as harmonised as possible.
- Joint Euroland.
- Cultural network.
- Science network.
- Public transport associations.
- Joint institutions.
- Political realignment.

“Strong Image of the COINCO Region”

- A joint marketing.
- A joint identity (accepting diversity).
- Economic charisma necessary.
- A better label than “COINCO Region” is needed.
- Stronger position in the global competition.
- Joint vision.
- Joint slogan.

“Älgar i McPomm (Elks in Mecklenburg-Western Pomerania)”

- New fences.
- Elk farms.
- Elk transfer.
- Meat export.
- Elk safari parks.
- Slaughter houses for elks.

“Long Distances, Short Durations”

- Rendezvous techniques for trains.
- New traffic technologies.
- New transport technologies.
- Everything flows!
- Coupleing at speed.
- Doing a study trip to Switzerland (they already have something comparable).
- Virtual presence instead of real travelling.

“Mini Cruises on the Baltic Sea”

- The journey is the reward.
- Quality and luxury.
- Young people on board.
- Traffic just for fun.
- Solar ships.
- Windjammer.
- Example: “Superfast Ferries”.
- Passengers are being served.



4 Phase of Realisation

At first each participant opted individually for one of the “interpreted” ideas or groups of ideas, which he or she wanted to analyze in more depth in the phase of realization regarding the idea’s chances and its conditions for realization. Four working groups were constituted and developed – as a first step – **requirements for German-Scandinavian infrastructure and transport of the future**. These requirements were commented on by the other groups and finally the most important requirements were selected. In the second working phase the same groups transformed from the selected requirements concrete ideas for possible realizations in terms of target-oriented project ideas and strategies:

Please draft German-Scandinavian projects and strategies which could contribute in the next 20 years to the realization of the most important requirements!

Working Group “Transformation Optimist / Job Motor COINCO”



The following requirements were expressed:

- Traffic and transport within the COINCO region must be as simple as within one country. [This requirement was selected for the next working step (see below)]
 - Organizational and technical “Traffic Optimizers” are needed.
 - Production and logistics optimizers are required.
- Traffic innovations are necessary.
 - Joint standards have to be developed.

The following ideas regarding **possible realizations** for the *simplification of transport within the COINCO region* were derived from the requirements:

- Direct connection from ferries to trains and public transport.
- Prioritisation of synchronized timetables and ring transportation (both for passengers and freight).
- Automation of carriers (Sub-Container-Loads, SCL).
- Information network for transport providers and for customers (in terms of a “One-Stop-Shop”).

During the subsequent plenary discussion the following aspects were added:

- This aims on rationalisation: what will happen with the jobs?
- (Reply: They will be secured through the resulting economic advancement of the regions.)
- The information has to be independent from the transport providers.

- Transportation companies should take over more services in logistics (e.g. Handling of customs and tax formalities etc.).

Working Group “Baltic Sea Federation/ Strong Image of the COINCO Re-gion”

The following requirements were expressed:

- Upgrading/ extension of regional traffic routes and transports.
- Multiple interconnections between regional transport within the COINCO region (no Fehmarn-Belt bridge).
- Connection to international traffic routes.
- Joint public transport association:
that is to say one timetable, one standard rate, one net.
[This requirement was selected for the next working step (see below)]

The following ideas regarding **possible realizations** for a *joint public transport association within the COINCO region* were derived:

- Consistent, multiple, flexible transport concept for the whole COINCO region.
- Upgrading of public transport infrastructure, particularly railways and public transport within the COINCO region.
- Practical realisation of the public transport association in the COINCO region.

During the subsequent plenary discussion the following aspects were added:

- This requires a problem-oriented classification and delimitation of regions to be included (The present definition of the COINCO region is surely not the only reasonable one.).
- The public transport association has to appear uniform especially for the customers/ passengers. How this is managed “backstage” is another, still open aspect.

Working Group “Pneumatic Delivery”-type Cargo Transport”

The following requirements were expressed:

- Cross-linking of different carriers and loading units.
[This requirement was selected for the next working step (see below)]
- Unification/ simplification/ standardization of transport policies.
- Compatible information and communication systems.

The following ideas regarding **possible realizations** of *cross-linking of different carriers and loading units* were derived:

- Switch to a user financed transport infrastructure with time and load specific toll.
- Gradually increasing consideration and internalisation of environmental costs.
- Optimization of interoperability of railway transport.
- Harmonisation of loading units (TEU and Euro pallet).

- Compatible information and communication systems for cargo tracking.

During the subsequent plenary discussion the following aspects were added:

- The solutions for many of the challenges stated here will not be found just in the COINCO region. But they have to be discussed and treated also here as only global solutions will be effective and successful.
- The user financed transport infrastructure is a controversial and hot topic. A (tax) volume neutral solution is needed.
- Traffic has to be seen not only as polluter but also as an economic promoter.
- The ERTMS (European Rail Traffic Management System) will be implemented within the TEN corridors (Trans-European networks). Therefore it is important that the TENs are really being extended to Scandinavia.

Working Group “One Whole Region of Knowledge”

The following requirements were expressed:

- Virtual, integrated traffic routes and information superhighways.
- Joint language; multilingual, multicultural competence.
- Uncomplicated organization and reduction of administrative barriers and bureaucracy.
[This requirement was selected for the next working step (see below)]



Conclusion: This leads to more “Transformation optimists”.

The following ideas regarding **possible realizations** for the *reduction of administrative barriers and bureaucracy* were derived:

- Project “Collarotation”:
 - Exchange programs (including exchange of personnel) between administration and economy (“non-administration”) (that is to say sectoral exchange).
 - Administration employees participate in international exchange programs
- “Project related diplomatic passports” for employees in cross-border co-operations.

During the subsequent plenary discussion the following aspects were added:

- Maybe there will be no real reduction of bureaucracy by using a „diplomatic passports“ but even more bureaucracy created.
- This leads only to new privileges.
- The aim is a mutual exchange of knowledge and experience between science and administration.
- There are already good approaches existing, e.g. the “Forschungs-Innovations-System FIS”. FIS is a very good feature, the registration is simple under www.forschungsinformationssystem.de.