

EWTC Midterm conference

How can we increase rail transport in the corridor? Obstacles and opportunities.

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Status for rail freight in Denmark

- Large increase in transit rail freight transport – *growth by more than 100 pct. from 2000 to 2010 and more than 50 pct. increase from 2006 to 2010*
- Large decrease in domestic rail freight transport – *decrease by app. 65 pct. from 2000 to 2010 and decrease by more than 40 pct. from 2006 to 2010*
- Large decrease in international rail freight transport – decrease by 57 pct. from 2000 to 2010 and decrease by 45 pct. from 2006 to 2010

Policy to increase rail freight transport

- "Green Transport" from 2009 - The Danish strategy to reduce CO2 emissions in the transport sector in a cost effective way
- Large investment in infrastructure planned for the railway sector – More than 50 Billion DKK from 2010 to 2020
- Aim to increase in rail freight transport in Denmark – 200 mill DKK to strengthen freight on Rail
- Focus on strengthening the two largest combi terminals in Denmark
- Organisational change of the combi terminal – April 2011
- Investigation on new rail tracks to Esbjerg Harbour

Key obstacles for rail freight Transport in Denmark

- Short distances
- Inappropriate transport patterns for rail freight – Jutland producing, while Copenhagen is consuming goods
- Combi terminals could be more efficient
- Traditional industry is declining as service industry is growing

Opportunities for rail freight in Denmark

- Political focus on increasing rail freight in Denmark
- Road pricing for lorries in Denmark in 2012/13
- Increased focus on reducing CO₂-emissions by companies and consumers
- Increasing congestion on Danish roads

Future rail freight in Denmark

- Large growth in transit rail freight – especially after the opening of the fixed Femern Belt link
- Moderate growth in international rail freight ?
- Small growth in domestic rail freight transport