

BGLC – Activity 3.6 Measuring of Green Corridor Performance

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A2A logistic corridor concept.

1000 tonnes of fish Bodö-Gdynia.

Train/boat and truck/boat +impacts of transshipment, shorter transport distance, electrification of rail and size of trucks has been elaborated on.

Two calculation models NTM and ECOtransIT

Parameters energy consumption, CO₂, NO_x, SO₂, PM (atmospheric particulate matter) and NMHC (non-methane hydrocarbons).



Preliminary conclusions

The combination of **train and boat is at least 50% more energy effective** than the combination of truck and boat.

If the entire railway would be **electrified** the outcome from calculations imply that energy consumption would decrease with 35-50% for the train/boat combination.

Pay attention to the **special features** of the calculation model - well to wheel (wtw)/well to tank (wtt)/tank to wheel (ttw), terminal handling, energy consuming and emission values used per km for different vehicles in different areas (flat land, hilly land) and countries.

For **specific transport chains** the calculation tools NTM model and ECOtransIT model are useful. It would be positive if they can **move towards each other** in characterizing transport values. For a **monitoring** perspective a gathering statistic information through member states is suggested.

Report in basecamp – for you to comment until midsummer.

Representatives for the calculation models will get opportunity to comment.