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, NOx, 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.