



The Social Dimension Of European Rail Freight Corridors

2 Aspects



The Social Dimension Of European Rail Freight Corridors

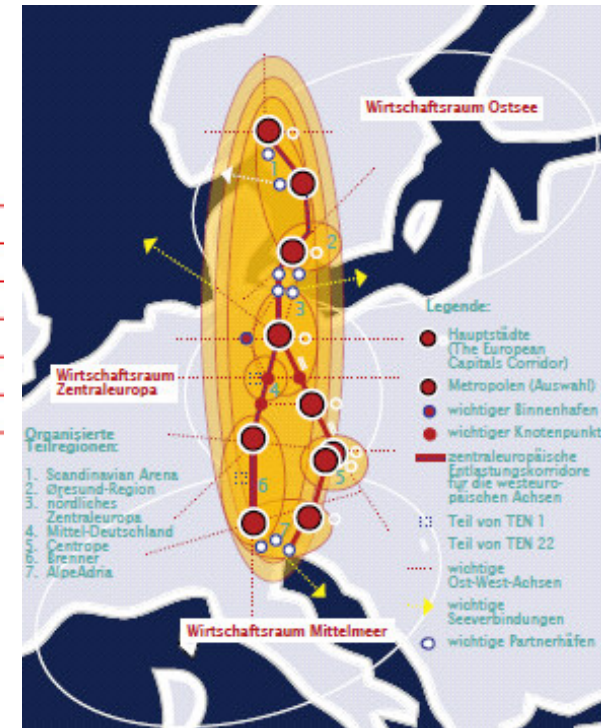
The Two Aspects

1. Economic development with support of TEN-T-Corridors
2. Passenger-rail transport against rail freight transport?

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First Aspect



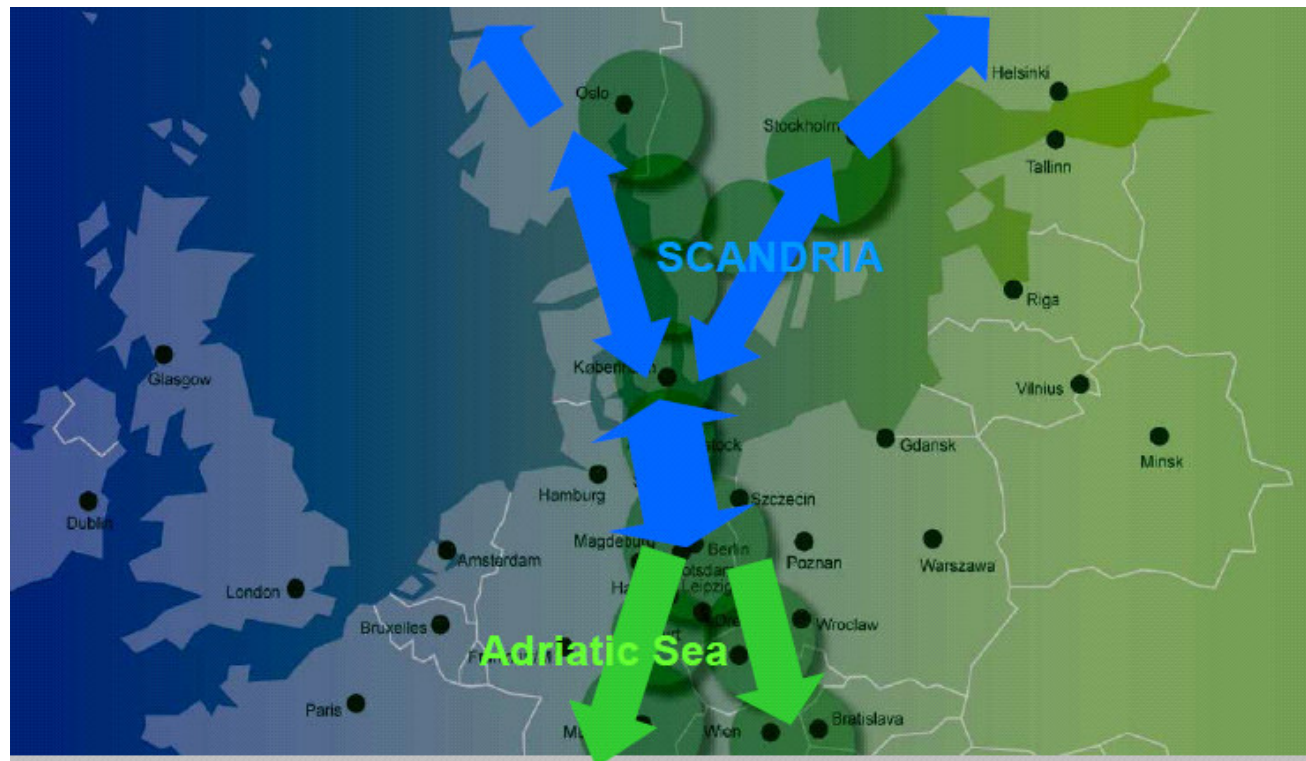
The North-South-Initiative and the middle of Europe – an economic developing space

www.north-south-initiative.eu

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The european „Scandria-Project“

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www.scandria-project.eu



The Social Dimension Of European Rail Freight Corridors

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- The economic growth in this european space needs excellent traffic connections
- That's why, a TEN-T-corridor supports the economic development
 - Connecting up of industrial sectors / clusters
 - Trade connections
 - More and stable jobs in the regions
 - Social safety for our people



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Second Aspect

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Passenger-rail transport against rail freight transport?

The Berlin-Brandenburg-Region and the railway-lines in it:

A. E. Berlin – Frankfurt (Oder) – Poznań – Warszawa - Moskva

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Berlin – Frankfurt (Oder) – Poznań – Warszawa - Moskva

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- Very important railway line
- Passengertransport:
 - local traffic with Regional Express Trains (RE) in 30-minute intervals
 - local traffic with Regional Trains (RB) in 60-minute intervals (only between Berlin and Fürstenwalde)
 - long-distance traffic with Eurocity-Trains (EC) in 120-minute intervals
- Freighttransport:
 - about 22 trains per day – in one direction!



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- There is today, but increasing in the future, a problem
- It must be solved – for our people
- That's why, you have to think not only about European Rail Freight Corridors
- You have to think too about European Passenger Rail Transport Corridors



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**There is
no Europe
without People!**