

# Via Nordica 2024



**COPENHAGEN 11-12 JUNE**

UN Global Goals  Nordic Road Sector Approaches

# Indhold

<b>Forord</b> .....	<b>3</b>
<b>Forberedelse</b> .....	<b>4</b>
<i>Indledende overvejelser og opdrag</i> .....	4
<i>Organisering</i> .....	4
<i>Tidsplan</i> .....	5
<i>Økonomi</i> .....	5
<i>Invitationer</i> .....	6
<i>Det sociale program</i> .....	6
<b>Program</b> .....	<b>7</b>

# Forord

Nordisk Vejforum (NVF) har tradition for hvert fjerde år at afholde en vejkongres med navnet "Via Nordica". Via Nordica-kongresserne markerer afslutningen på en periode, hvor et af de nordiske lande i fire år har stået i spidsen for NVF-samarbejdet. På kongressens sidste dag overdrages ledelsen til et nyt land.

"Via Nordica 2024" blev afholdt den 11. juni – 12. (13). juni 2024 i København. Kongressen blev afholdt på Tivoli kongrescenter: [Tivoli Congress Center - Tivoli](#).

Der deltog 512 personer fordelt på 18 lande. En del af deltagerne (ca. 10%) var nordiske studerende. Derudover deltog 7 udstillere med udstillerpas.

Rammen for kongressen var FN's verdensmål for en mere bæredygtig fremtid, og kongressens titel var "Via Nordica 2024 – UN Global Goals – Nordica Road Sector Approaches".

"Via Nordica 2024" markerede afslutningen på en dansk ledet NVF-periode. En periode, som blev meget præget af covid-19-pandemien. Den forrige kongres, "Via Nordica 2020", som skulle have markeret afslutningen på den svenske NVF-periode og begyndelsen på den danske, blev aflyst, og hele opstarten af den danske NVF-periode foregik virtuelt. NVF fik nye digitale vaner, som flyttede en del af videndelingen ud på de virtuelle platforme og for formentlig altid reducerede behovet for at mødes fysisk.

Med "Via Nordica 2024" fik alle medlemmer mulighed for at mødes fysisk, men på en stærkt komprimeret facon i forhold til tidligere "Via Nordica"-kongresser. Med tanke på at tage det bedste fra det fysiske møde (personligt netværk og samtale) og kombinere det med den virtuelle verdens effektiviseringer, valgte arrangørerne, at det skulle være muligt kun at bruge to arbejdsdage på kongressen inkl. transport. Programmet blev planlagt med afsæt i dette.

# Forberedelse

## Indledende overvejelser og opdrag

Ansvar for kongressen lå hos den danske NVF-bestyrelse.

Bestyrelsen besluttede, at kongressen skulle imødekomme behovet for at dele viden så optimalt som muligt i forhold til deltagerne og deres virksomheders ressourcer. Kongressen skulle ikke give overskud, deltagerne skulle alene betale kostprisen, og de tidsmæssige rammer skulle være så optimale som muligt.

Målet var, at en stor del af deltagerne kunne starte deres transport til Via Nordica tidligt om morgenen den 11. juni, deltage i kongressen den 11.-12. juni, og være tilbage på arbejde den 13. juni. I mellemtiden skulle de både have deltaget i et spændende fagligt program med både parallelsessioner og plenumsessioner, en teknisk tur samt en kongresmiddag. For de særligt interesserede, der kunne blive en dag længere, blev der arrangeret en teknisk heldagstur.

Kongressen skulle af samme grund afholdes i nærheden af budgethoteller og god offentlig transport.

Bestyrelsen lagde også vægt på, at der blev arrangeret en så professionel kongres som muligt. Det var vigtigt at undgå at sessionerne fik karakter af afrapporteringer fra arbejdsgrupperne. Arbejdsgruppernes viden skulle være et vigtigt afsæt for kongressens sessioner, men der skulle ikke være en en-til-en relation mellem arbejdsgrupperne og sessionerne. Samtidig skulle plenumsessionerne være på et højt fagligt niveau og gerne ende på "en high note".

Bestyrelsen valgte også, at der skulle indkøbes "kongresbureau-ydelser" til den praktiske afvikling af kongressen (registrering af deltagere, praktisk planlægning med videre). Med afsæt i et udbud blev DIS Congress Service A/S indkøbt til at stå for den praktiske afvikling.

## Organisering

Planlægningen tog afsæt i ovennævnte opdrag fra bestyrelsen. Bestyrelsen selv fik rollen som "projekt-ejer", mens selve projektet kørte i Vejdirektoratets regi.

Projektejer: Den danske NVF-bestyrelse

Styregruppe: Vejdirektør Jens Holmboe, Vejdirektoratets planlægningschef Tine Lund Jensen og Marit Due, International direktør i Statens vegvesen, Norge.

Projektleder: Marianne Worm, NVF-sekretær

Kommunikation og Markedsføring: Dorte Mogensen, NVFs webmaster

Det faglige program: Per Antvorskov, afdelingsleder i Vejdirektoratet

De tekniske ture: Tea Dyrbye Jensen, projektleder i Vejdirektoratet

Den praktiske afvikling og fysiske rammer: DIS Congress Service A/S

Det sidste halve år blev der tilknyttet tre studerende (15 timer hver) til projektet.

## Tidsplan

Vi gik i gang med planlægningen i efteråret 2020. Selve udbuddet af kongresbureau-ydelser og kongres-hotel foregik i foråret 2021.

Det var målet, at programmet skulle ligge klar medio 2023, så registreringen kunne åbne 1. oktober 2023.

Vi havde følgende annullerings- og skaleringsfrister:

180 dage – 100% - 14/12-23

120 dage – 50% - 12/2-24

60 dage – 25% - 12/4-24

Vores tilmeldingsfrister blev hængt op på kongresstedets annullerings- og halveringsfrister, og det var ikke optimalt. Vi satte early bird-deadline til 1/12-2023, den blev forlænget til 1/2- 2024, men det var svært at få folk til at beslutte sig så tidligt, og det var en udfordring ikke at have en early-bird-deadline, som lå f.eks. 1.april, som kunne få folk til at træffe en beslutning. Registreringen lå meget stille efter 1. februar 2023.

Tidspunkt	Hvad
2020 (efterår)	Indledende drøftelser
2021	Organisering og opstart Udbud og indkøb af kongresbureau-ydelser og kongrescenter Beslutning om kongrestema: UN Global Goals- Nordica Road Sector Approaches
2022	Planlægning af program og tekniske ture: Indsamling af ideer til sessioner og tekniske ture i dialog med forpersonerne for arbejdsgrupperne Opstart af hjemmesidedesign
2023	Seminar i København (og på Teams) for alle forpersoner om sessions-planlægning Beslutning om socialt program (Danmarks drengekor sang ved middagen) Hjemmeside færdig Registrering åbnede 1. oktober 2023 Kommunikation og markedsføring
2024	Intens kommunikation på LinkedIn og direkte netværkskommunikation Early Bird flyttes til 1. februar 2024 Beslutning om at invitere op til 60 studerende med til "Via Nordica 2024" Udarbejdelse af program for de studerende med meet-and-greet aktiviteter De sidste aftaler med oplægsholdere, programændringer etc. Afvikling juni 2024

## Økonomi

Det var meningen, at kongressen skulle løbe rundt og ikke give overskud. Den endte med at generere et underskud på 215.868 DKK.

Bag underskuddet ligger blandt andet en indsats rettet mod studerende. Der blev inviteret 60 studerende fra Norden gratis med (10 fra hvert land, 36 meldte sig). Underskuddet afspejler dog også, at der ikke

deltog så mange i kongressen som forventet. Vi havde forventet ca. 600 deltagere. Derudover blev udgifter til AV-udstyr (headsets med mere) noget højere end forventet af kongresbureauet.

**Deltagere:**

Østrig	2
Belgien	7
Cameroon	1
Danmark	200
Estland	6
Færøerne	25
Finland	45
Frankrig	1
Tyskland	4
Island	68
Letland	3
Litauen	4
Mexico	1
Nederlandene	3
Norge	61
Spanien	4
Sverige	72
UK	5
	512

**Invitationer**

Den danske NVF-bestyrelse besluttede at invitere op til 60 studerende fra Norden med. Hvert land kunne sende 10 studerende, hvis de ikke opbrugte deres "kvote", ville Danmark invitere flere med. Der blev lavet et selvstændigt program til de studerende med meet-and greet-aktiviteter, posteroplæg med mere. De fik også deres eget bord til kongresmiddagen.

Derudover blev de tilbageværende "æresmedlemmer" inviteret med. (NVF har tidligere udnævnt æresmedlemmer. Dette er ikke tilfældet længere.) De baltiske vejdirektører blev også inviteret med samt generalsekretæren for organisationen PIARC og generalsekretæren for organisationen CEDR. De baltiske vejdirektører, generalsekretæren for CEDR og ét æresmedlem deltog. I alt 36 studerende tilmeldte sig.

**Det sociale program**

Den danske NVF-bestyrelse besluttede, at der skulle fokus på videndeling og netværk blandt deltagerne. Netværksmiddagen mellem dag 1 og dag 2 var derfor en del af kongresafgiften. (Deltagerne kunne dog vælge ikke at deltage i middagen og få en mindre reduktion i kongresafgiften). Som underholdning valgte bestyrelsen at engagere Det Danske Drengekor.

Af ovennævnte grund blev der heller ikke planlagt et ledsagerprogram.

# Program


Det fulde program kan læses på de følgende sider. En oversigt ses nedenfor.

**Via Nordica 2024**  
**COPENHAGEN 11-12 (13) JUNE**  
UFI Global Goals Nordici Road Sector Approaches

Welcome   News   **Programme**   Special Technical Tours   Venue   Registration   Exhibition   Contact

## Programme

Programme at a glance. Click on the blue box to open the programme

Download the programme as PDF  
Click on the picture 

Day 1 - June 11	Day 2 - June 12	Day 3 - June 13
Registration Plenary session Lunch Parallel sessions Break Technical tours	Parallel sessions Break Parallel sessions Lunch Parallel sessions Break Plenary session	(Optional) Technical Tour: Fehmarnbelt Tunnel (Sold out)      Technical Tour: Storstrøm Bridge

# Programme


## Day 1 - June 11



08.00 - 10:00 Registration and coffee

10:00 - 12:00 **Opening session**

Transportation is one of the main pillars of society. It may enhance inclusive economic growth and social welfare. It is fundamental to increasing the access to job opportunities and to key public services like healthcare and education. Transportation is key to a sustainable future, but transformative changes are needed.

At Via Nordica 2024 we will focus on road transport. This sector has come a long way with a more sustainable approach to the planning, construction and maintenance of roads. But even if we are constantly taking steps in the right direction, there is more work to be done, since road transport causes negative impacts on both the environment and human health in the form of greenhouse gas emission, noise, air pollution and habitat fragmentation. 





Approaches”.

**Welcome, Jens Holmboe, Chair of the Nordic Road Association and Director General, Danish Road Directorate**



**Connie Hedegaard, Chair of the EU Commission's Mission Board on Adaptation to Climate Change including societal change, former EU Commissioner for Climate Action (2010-2014)**

**Johan Kuylenstierna, Director General, Formas, the Swedish Government Research Council for Sustainable Development**

**Nina Porst, Executive Director for Climate, Environment and Security, Danish Shipping**

**Thomas Fabian, Chief Commercial Vehicles Officer, the European Automobile Manufacturers' Association (ACEA)**

**Moderator: Martin Breum, Journalist, Author, and Moderator**

12:00 - 13:00

Lunch

13:00 - 14:30

Technical Programme – parallel sessions. **Click on the session titles to read the full session descriptions.**

Zero-emission construction sites





transport. Key to reaching this goal is innovative procurement and sustainable construction requirements.

We must act, but we need to do it in clever way. The industry, contractors, several public procurers must all join together to make the transition. It's time to change the system, but changing from the old paradigm to a new greener, safer and more productive building and maintaining system requires us all to join forces.

Guests from different road authorities in Europe, the industry and contractors will let us know what is going on and what's needed to take the next step:

- Where is the industry, for example Volvo?
- Existing strategies (goals, business strategies etc. in The Netherlands, Norway, Sweden, Denmark, Finland)?
- A new paradigm requires a system perspective in: planning, design, construction, maintenance?
- Crosslink Södertörn, a new way of sharing risk and pushing the market?

Moderator: Pontus Gruhs, Chief Strategist, Swedish Transport Administration

Speakers: Tora Leifland, Head of Public Affairs, Volvo Construction Equipments; Peter Wallin, Research Leader, Electrification and Automation, Boliden Group; Magnus Lindgren, Senior Advisor, Emissions Free Construction Equipment, Trafikverket; Dik de Weger, Program Manager, Emissions Free Construction Equipment, Rijkwaterstaat. Aafke Oude Avenhuis, Program Manager Sustainability, Heijmans.



## Future tunnels - keeping up with technology

Currently there is a boom in tunnel technology. The market offers cutting-edge technology. The dilemma is that the operations managers are looking for stable technical solutions that will exist for 15-20 years whilst the market is driven towards constant development, updates, and changes.

This session will present the following three topics and concrete examples from ongoing tunnel projects:

### 1. **Challenges regarding software and hardware in large scale tunnel projects**

Large scale tunnel projects have big costs for software and hardware and as well as long lead times from the time when software and hardware are purchased until the plant owner takes over responsibility for the software and hardware. How does one ensure that software and hardware is updated and hasn't reached, or is close to, end-of-life when plant owners take over responsibility. (Oddvar Kaarmo, Norwegian Administration of Public Roads & Ahmed Al-Samarray, Norwegian Administration of Public Roads)



Should we, as plant owners, be the ones that decide how the equipment and systems within a tunnel should behave and interact to form a stable and secure tunnel? Or should we leave it to the market to decide for us? (Peter Henningsen, Femern A/S)

### 3. **How can we use status and alarm data to predict maintenance in our tunnels?**

How do you choose the right alarms for your tunnel amongst all the various alarms future technology can provide. (Ulf Malmros, AFRY)

Moderators: Emelie Bjerkander, Security Officer, Danish Road Directorate and Mette Waldorff, Safety Officer, A/S Øresundsbroen

Speakers: Oddvar Kaarmo, Head of Projects, Norwegian Administration of Public Roads; Ahmed Al-Samarray, Senior Engineer Geologist, Norwegian Administration of Public Roads; Ulf Malmros, Senior Expert Infrastructure Automation, AFRY; Peter Henningsen, Design Manager E&M Monitoring and Control Systems, Femern A/S



**Registration** ▾ **Exhibition** ▾ **Registration**

Copenhagen has several times been ranked as the world's best city for cycling, and deservedly so, as 26 % of all trips in the city is by bicycle and the city has an extremely well-developed bicycle infrastructure. But cycling is not just an important mode of transportation in the largest cities, and in this session we will focus on cycling on both a city, regional and national level.

You'll learn about Cycle Superhighways in Denmark, strategies for green mobility and the 10-minute city in Lillehammer, Norway, bicycle streets across Europa and mobility planning through cycling data in Denmark.

Moderator: Christian Grunert Rantorp from The Danish Road Directorate

Speakers:

Jonas Wamsler, Specialist Consultant at The Danish Road Directorate

Anna Dinesen, Academic Specialist at Danish Centre for Cycling Knowledge at The Danish Road Directorate

Gunhild Stugaard, Head of the Planning Department and Lieneke Bekkema, Planning Advisor and Project Leader at City of Lillehammer, Norway

Signe Møller Strandvig, Head of Office, Cycle Superhighways in Central Region Denmark

Registration 

Exhibition



Contact

## Transition to climate smart road freight

Transportation is key to a sustainable future. The mobility of people and goods is crucial for global prosperity, but it's crucial that transport system meets the climate targets set by the UN, the EU, and the national parliaments. The current EU strategy for how the European transport system can achieve its green transformation includes the greening of road freight on the European road infrastructure.

In this session we will discuss the transition to climate smart road freight.

- Electrification of road freight - infrastructure for charging (Andreas Egense)
- The transition to green propellants on Heavy Goods Vehicles - charging, parking and resting areas for commercial vehicles in Nordic Countries (Martin Frimann Mortensen)
- More efficient road freight and electrification is crucial for economy, road traffic safety and climate targets (Lena Larsson)
- High capacity transport and alternative fuels - EU level challenge (Otto Lahti)

Moderator: Mårten Johansson, Head of Technique, The Swedish Association of Road Transport Companies





Speakers: Andreas Egense, Head of Department, Danish Road Directorate; Lena Larsson, Project Manager, Volvo; Martin Frimann Mortensen, Engineering Consultant, Danish Road Directorate; Otto Lahti, Chief Advisor, Traficom.



### Special session on sustainable street planning (4,5 hours)

The take-off for this session is a guided walk in Copenhagen, followed by a workshop session on sustainable street planning using case material from the guided tour. The following workshop uses an EU licensed tool developed by the city of Malmö.

13:00 Technical tour, meeting place: Outside by the main entrance  
Guide: Søren Stig Hansen, Project Manager, City of Copenhagen

15:00 Coffee break

15:30: Workshop session on sustainable street planning-

**Sustainable street planning (workshop)**



the quality of life in our cities. The session aims at broadening the planning perspective and analyse streets both as transportation links and as spaces with a wide variety of urban functions by using a tool developed by the city of Malmö. This tool, consisting of 3D prints and linear acetates, was developed within the framework for the EU project MORE ([www.roadspace.eu](http://www.roadspace.eu)) as an extension of the co-creation tool LineMap. The methodology and the tool have been implemented successfully in several projects, and there is a growing demand among colleagues and planners.

Moderators: Mia Stampe Lagergaard, Project Manager, Danish Road Directorate; Maria Brodde Makri, Infrastructure Strategist, City of Malmö and Søren Stig Hansen, Project Manager, City of Copenhagen

Chair and Co-Chair of the NVF-working group on Urban Transport and Transport Planning: Ine Hilling, Norwegian Public Roads Administration and Håkon Sverke Vindenes, Norwegian Public Roads Administration







## The Nordhavn Tunnel (Sold out)

Registration ▾ Exhibition Contact

The Nordhavn Tunnel is essential for the planned urban development of the Copenhagen area Nordhavn. The Danish Road Directorate is responsible for the construction of the Nordhavn Tunnel in Copenhagen. The tunnel will be built on behalf of Copenhagen Municipality, who is also responsible for financing the project together with By & Havn and the future company for Lynetteholmen. The project entails the construction of a 1,4 km tunnel across the Svanemølle Bay and the construction of a replacement harbour for approximately 600 boats in Færgehavn Nord. It is decided that the tunnel shall be established as a long tunnel from the existing Nordhavnsvej-tunnel to Kattegatvej's extension, with preparation for a possible future Østlig Ringvej (eastern ring road).

The budget of the entire project is 3.4 billion DKK and the tunnel should be ready for traffic in summer 2027. The expected traffic is 8.200 vehicles per day.

Nordhavn is a rapidly developing district. By og Havn I/S, which owns the majority of Nordhavn, has begun an expansion of the area, which means that Nordhavn will eventually house 40,000 inhabitants and the same number of jobs. This will lead to an increasing need for more roads and other infrastructure, so that it will be easier to get to and from Nordhavn.

Copenhagen's bicycle infrastructure - guided bike tour (Sold out)

[Registration](#) [Exhibition](#) [Contact](#)

A cycling tour through central parts of Copenhagen

The tour will take the participants through a sample of Copenhagen's bicycle infrastructure, including iconic solutions like the Bicycle Snake and the busiest bike path in the World on Queen Louise's Bridge. We will also look at solutions for pedestrians, universal design and urban design.

We will make stops at some of the interesting locations and discuss pros and cons of the solutions we see.

Guide: Jacob Deichmann, Chief Consultant, Architect, Traffic Planner at Rambøll Danmark AS

### Traffic Management Centre & ITS in Copenhagen's new busterminal

The Traffic Tower in Copenhagen contains control centres for the railway in Eastern Denmark, the commuter train in the metropolitan area and all national roads in Denmark. The Traffic Tower has been operating since 2015 with an exciting architecture built especially for the purpose of traffic management.

The visit will include a brief introduction to the background, architecture and ideas behind the Traffic Tower. There will be a visit to the traffic management centre of the Danish Road Directorate with introduction to the use of traffic management systems, co-operation with national radio broadcast and sharing of data with service providers about incidents.





[Registration](#) [Exhibition](#) [Contact](#)

(ITS). The terminal will bring together the many long-distance buses that run in and out of Denmark's capital every day, as well as give the approximately 1.4 million annual long-distance bus passengers an easier, smarter and safer journey.

Deadline for registration is 6 June, 2024.

### Greater Copenhagen light rail (Sold out)

Join us for a tour to the construction of “The Greater Copenhagen Light Rail”. This tour will begin with a short project presentation at Tivoli Congress Centre. The presentation will present the ideas behind the project and give a short introduction to the technical design. After the presentation the participants will board the S-train for a short ride to the construction site in the city “Lyngby” together with the guide. Here the participants will be given the second part of the project presentation and a site visit.

In 2025 the Greater Copenhagen Light Rail will run every five minutes in each direction during daytime hours, and every ten minutes in the evenings and at weekends. In June 2014, the company “Greater Copenhagen Light Rail” was established, to build and operate the light rail system.

The capital's light rail will have 29 stations on a 28 kilometer long stretch.

The company is headed by a Board of Directors with owner representatives, i.e. the 11 municipalities, the Capital Region and the Danish State, represented by the Ministry of



Join us on an exciting tour, where you will get up close with the construction of Copenhagen's new peninsula and flood protection project, Lynetteholm.

The tour starts with a boat trip from Copenhagen's South Harbour to the historic harbour area, Nordre Toldbod, where the development company By & Havn is headquartered. During the trip, By & Havn's Sales and Development Director, Ingvar Sejr Hansen, will talk about the visions for Lynetteholm and the actual work of building the peninsula between Refshaleøen and Nordhavn in the Port of Copenhagen.

The Danish Parliament adopted the construction of Lynetteholm in June 2021, and construction work started in January 2022. With the construction of the 275-hectare peninsula, Copenhagen is creating space for surplus soil from the city's construction sites to be used as fill and flood protection for the city, while creating opportunities for future urban development, new infrastructure as well as a new coastal landscape on the peninsula. In technical terms, the design of the coastal landscape is known as 'nature-based flood protection', and it will be part of an overall flood plan for Copenhagen.

Along the way, you'll stop at By & Havn's exhibition 'Coastal landscape as flood protection'. Through videos, visualisations and live streaming from the construction site, you can get a special insight into the design of the coastal landscape and how Copenhagen has chosen to meet future climate change with this type of flood



The tour ends at the top of Copenhill, where there is a fantastic view of both the entire construction project and the whole of Copenhagen, and where the Danish company Aarsleff, the contractor on the project, will be on hand to explain how the actual construction work is being carried out.

### Harbour bridges in Copenhagen (Sold out)

Copenhagen's harbour bridges are an essential part of Copenhagen's bicycle and pedestrian infrastructure. Join us for a guided technical tour along several of the new bicycle and pedestrian bridges in Copenhagen's harbour.

The tour is guided by specialised bridge architects from Dissing+Weitling: Architect and partner Jesper Henriksen and bridge architect Kasper Svanberg.

After a presentation, the tour will continue with a four-kilometre walking tour along the waterfront and across five of the iconic bridges that have been added to Copenhagen's beautiful harbour area in recent years. The bridges have not only contributed to exciting architecture, but also to a more cohesive and green capital city. The City of Copenhagen's ambitious cycling strategy has resulted in more pedestrian and bicycle bridges, giving vulnerable road users safer, healthier and more efficient mobility.

The tour includes:





branding of Copenhagen as a cycling city. The iconic cycle bridge connects neighbourhoods and beautifully transports cyclists across the harbour.

### **The Wharf Bridge**

The Wharf Bridge [Bryggebroen] together with the Bicycle Snake, connects the neighbourhoods of Vesterbro and Islands Brygge. Together, the two beautiful cycle bridges help make Copenhagen one of the world's very best cycling cities.

### **The Circle Bridge**

The Circle Bridge [Cirkelbroen] is located by Christianshavn Canal and is a new harbour landmark. It consists of five circular platforms of different sizes, each with its own mast. In addition to making it easier for Copenhageners to walk and cycle around, the bridge is also intended as an inviting place to spend time, similar to other public squares in the city.

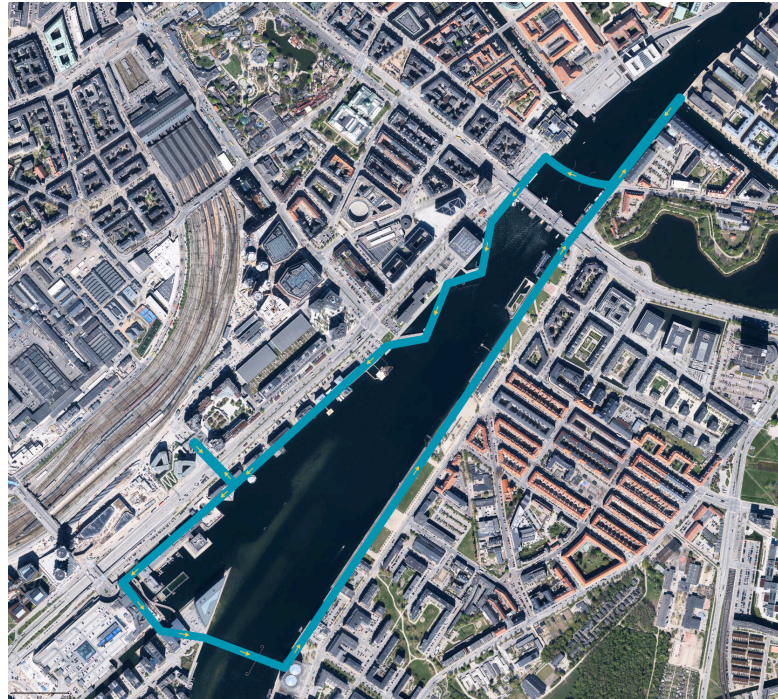
### **Little Langebro**

Little Langebro [Lille Langebro] is Copenhagen's latest addition to a series of initiatives that help make Copenhagen one of the world's best cycling cities. Up to 10,500 users use Lille Langebro on a daily basis and it has thus greatly relieved the neighbouring bridge "Langebro" [Long Bridge], which is used by more than 40,000 cyclists every day.

### **Kalvebod wave**

Kalvebod Wave [Kalvebod Bølge] is a place for relaxation, movement, play and swimming and forms Kalvebod Brygge's harbour promenade. The bridge is an urban space that has helped transform Kalvebod Brygge from an area characterised by office





### Auralisations of road noise & highway noise abatement

Listen to road noise auralisations at Force Technology's laboratory in Hørsholm.

Road noise auralisations are precise sound demonstrations of roads and noise reduction measures, that are being planned but not yet built.





listen to the noise outside at sensitive locations along the road. This is considered an add-on to road noise maps and visualizations.

During the event we will show you how auralisations are made and you will listen to some interesting auralisations. Right now, we are also working on visualizations to support and improve the perceived experience with auralisations.

Auralisations are also very useful to demonstrate acoustical effects of e.g., noise barriers and the influence of wind and other conditions. For example, you can listen to the effectiveness of a noise barrier before deciding it's exact design.

We use [Nord2000](#) to calculate the noise at the auralised position which makes auralisations as precise as detailed noise predictions in the surroundings of the road.

## Cloudburst mitigation in Copenhagen

Join us for a tour to some of the city of Copenhagen's cloudburst mitigation projects. Come to Karens Minde and Scandiagade and see two of the largest cloudburst projects in Copenhagen.

### **Karens Minde**

The Karens minde project consists of a 600 metre long "watercourse" in an area that normally functions as a park, but during heavy rainfall is transformed into a watercourse that protects a large urban area from damage during cloudburst. The



Registration ▾ Exhibition Contact  
**Scandiagade**

In Scandiagade, seven “sunken gardens” have been established to manage cloudburst events in the area. The cloudburst solution is included as a recreational meeting place for the residents around the project. The project works both as a cloudburst solution and for handling everyday rain and is designed in dialogue with the citizens

**The asphalt and concrete laboratories at the Danish Technological Institute (DTI)**

DTI is at the forefront of research and development within recycling of concrete and asphalt in Denmark. The study trip will include visits to DTI’s advanced laboratories, where you will learn about our latest research work to decrease the environmental impact of concrete and asphalt materials. Related to concrete you will gain insight into the latest progress in the project (P)Recast, which aims to enable reuse of entire precast concrete elements. Related to asphalt you will learn from a practical perspective how DTI mix and test BSM (bitumen stabilized material), a cold mixed material for asphalt base layers. You will also learn about DTI’s latest progress in supporting the road industry to implement use of the product at scale.

For more information about (P)RECAST – Reuse of Precast Concrete Elements:

<https://www.dti.dk/projects/p-recast/43887>

Via Nordica 2024



COPENHAGEN 11-12 (13) JUNE  
UN Global Goals  Nordic Road Sector Approaches

[Welcome](#) [News](#) [Programme](#) [Special Technical Tours](#) [Venue](#)

[Registration](#) [Exhibition](#) [Contact](#)

19:00 - 23:00

Dinner

[Day 2 - June 12 >](#)

© 2024 DIS Congress Service A/S



# Programme

## Day 2 - June 12



09:00 - 10:00

**Click on the session titles to read the full session descriptions**

Tyre quality - goal conflict or goal confluence?

In this session we will discuss the impact of tyres on traffic safety and mobility, road surface maintenance, and quality and noise.

We start the session with an introduction to the subject and we continue with a panel discussion between professionals within the field, all contributing with their different perspective on this subject.

- Moderator Anne Eriksson, Chair of NVF's working group on Road Safety, Danish Road Directorate





## Expert panel:

## Registration ▾ Exhibition Contact

- Páll V. K. Jónsson, Member of the project [NorDust Nordic Road Dust Research Project 2](#), The Icelandic Road and Coastal Administration
- Jakob Fryd. Senior Consultant, Manager of the Noise Team, Danish Road Directorate.
- Tatek Fekadu Yideti, Chair of NVF's working group on Road Technology, Norwegian Public Roads Administration



## Holistic transport planning

*The Reykjavík capital area transport treaty - Working together for a future plan*

Transportation systems are the backbone of urban society. In this session the transport treaty between the state and the municipalities in Reykjavík capital area will be presented and discussed in its wide approach. The treaty provides a holistic approach in transport planning and funding which also gives an opportunity to a shared vision for the urban plan for all six municipalities that form the capital area. The treaty was



## Registration ▼ Exhibition Contact

The aim of the treaty is to increase traffic safety, improve transport for all modes of transport and reduce delays. One must increase the attractiveness and supply of sustainable modes of transport in particular, connect the transport systems better and reduce particle pollution and emissions of greenhouse gases. Good, safe trunk roads must be built, a network of cycle and footpaths that link municipalities and districts together will be established, and work is being done to organize the "Borgarlinan" BRT, which also includes an interesting bridge project, Alda bridge, for public transport, cycling and walking.

The session will start with a general introduction to the transport treaty and be followed with a more specific lectures on different areas of the agreement:

1. The Reykjavik Capital area Transport Treaty - overview (Thorsteinn R. Hermannsson)
2. Primary road projects ( Kristjan Arni Kristjansson )
3. Borgarlína – Bus Rapid Transit system and the bridge Alda (Sunna Bjorg Reynisdottir)
4. Planning for bicycles in the capital area ( Katrin Halldorsdottir )

Moderators: Margret Silja Thorkelsdóttir and Valtýr Thorisson, Head of Transport Planning, The Icelandic Road and Coastal Administration.



Hermansson, Director of Development, Transport for the Capital Area.

Registration ▾ Exhibition Contact



## Biodiversity: Green Corridors and Insects

The nature near the roads can serve as green corridors in the often intensively used landscape, which leaves no room for wild animals and plants. These green corridors can have a function as green corridors which connect otherwise isolated nature areas and forests.

This is the first out of two sessions on vegetation covered road verges. The second part starts after the coffee break in the same room. The sessions will shed light on modern “high-tech” and “low-tech” road maintenance.

The topics below will be discussed during the first session:

- Species-rich road verges on E45 – Vejle-Skanderborg (Vibeke Rahbæk)
- Insects along the infrastructure – 2 studies (Juliana Dániel Ferreira)

[Registration](#) [Exhibition](#) [Contact](#)

This particular session is split into two parts, and the second part will continue after the break. It is possible to attend both sessions, but it is not required.

Moderator: Johan Rydlöv, specialist and national coordinator for landscape, Swedish Transport Administration

Speakers: Vibeke Rahbek, Biologist, The Danish Road Directorate; Juliana Dániel Ferreira, Researcher, Swedish University of Agricultural Sciences, Swedish Biodiversity Centre

Resp. Christina Steenbeck, Danish Road Directorate



### Intelligent winter maintenance on cycle lanes and roads

This session presents best practices in winter maintenance on cycle lanes in big cities and the countryside. The session will also present a Nordic research project on “Winter Road Intelligence Provision”. The findings from this project are relevant for winter



- Winter maintenance on cycle lanes in big cities. How to plan for winter maintenance in a city like Copenhagen with the residents' extensive use of cycling for transportation also in wintertime: cycling volumes, expectations, budget, quality requirements, digitalisation (Torbjörn Häggquist).
- Winter maintenance of cycle lanes in rural areas and small cities in Finland. How to manage winter maintenance with limited possibilities of road weather systems and stations? Ideas for snow removal timing, methods, and equipment with limited budget (Rauno Kuusela).
- A Nordic research project presents their current results on innovative "Winter Road intelligence Provision". Utilising data and new methodology and maintenance decisions systems in winter maintenance. Best practices and recommendations (Torgeir Vaa).

Moderator: Andreas Bäckström, Business Developer, Svevia

Speakers: Torbjörn Häggquist, City of Copenhagen; Rauno Kuusela, Senior Consultant, Winter Maintenance, Destia; Torgeir Vaa, Senior Principal Engineer, Norwegian Public Roads Administration.

Chair of the NVF working group "Operation and Maintenance": Otto Kärki, Chief Specialist, Road Maintenance, Finnish Transport Infrastructure Agency.



Registration Exhibition 

Contact

10:00 - 10:30

Break

10:30 - 12:00

### Resource management and circularity

Greenhouse gas (GHG) emissions, high energy consumption and raw material extraction are major problems in the construction business all around the world. The road construction industry has for years been searching for methods and practices to cut the amount of energy required to produce hot mix asphalts (HMA) and other road materials with a maintained high quality. A key player in the search for more sustainable road materials is the tool "Life Cycle Assessment" (LCA), and the use of recycled materials and low temperature asphalt can help mitigating the GHG emissions and energy consumption. For the joint Nordic research project on LCA, visit the [NordFoU project page](#). Alternative road construction materials may also help reducing the raw material extraction and increasing the circularity in the road construction sector.

The following topics will be discussed and presented:

- Asphalt Pavement Recycling, the use of Reclaimed Asphalt Pavement (RAP) (Lotte Josephsen)





- The use of the tool "Infra-GA" in projects (Marie Dewornu Johnsen)

Moderator: Mikko Leppänen, Technical Director, Rambøll Finland

Resp: Tatek Yiditi, Norwegian Public Roads Administration, and Henrik Bjurström, VTI

Speakers: Lotte Josephsen, Laboratory Manager, Peab Asphalt; Gudrun Fjola Gudmundsdottir, Environmental Engineer; Taavi Dettenborn, Geotechnical Engineer, Rambøll Finland; Henna Teerihalme, Environmental Specialist, Finnish Transport Infrastructure Agency; Marie Dewornu Johnsen, M.Sc. Engineering and Sustainability Specialist, Sweco Denmark.



## Road asset management system procurement

This session tells the story of how to procure and implement an asset management system for road maintenance and operations. The moderator of this session will lead you on a voyage which takes off in Denmark where you'll hear about the Danish Road Directorate's optimization endeavors and how they formulated a strategy for asset



next part of the journey will take us to Norway where we'll explore the Norwegian Public Roads Administration's asset management strategy and IT-system procurement.

The fourth and final part of the journey deals with the use of the Asset Management systems and the preliminary experiences in Denmark and Norway.

Bring your own experiences and examples for an active session on asset management!

Moderator: Silas Nørager, Executive Manager, Danish Road Directorate

Speakers:

Michael Ebbesen, Executive Manager, Danish Road Directorate

Bjørn Laksforsmo, Director of Operations and Maintenance, The Norwegian Public Roads Administration

Kari Aamot, Senior Advisor, The Norwegian Public Roads Administration



Biodiversity: Connectivity and the use of AI



forestry and infrastructure. Lack of space and too high a nutrient load are among the most important reasons for the decline of species in Denmark.

The Danish Road Directorate owns areas of a type and quantity that provide great opportunities for nature near roads to contribute to supporting biodiversity. This is because the areas near the roads often are comparable to the nature type grassland, which is one of the most species-rich nature types, and at the same time a nature type that is declining in Denmark.

The most species-rich nature type in Denmark is the forests. Here too, biodiversity is generally low. The Road Directorate can support improvements on its wooded areas. To prevent further decline in biodiversity one measure is to monitor the level of invasive alien plant species. A Nordic research project aims to improve our ability to do so, using artificial intelligence. To read more about the project you can visit the [NordFoU project page](#).

The nature near the roads can serve as green corridors in the often intensively used landscape, which leaves no room for wild animals and plants. These green corridors can have a function as green corridors which connect otherwise isolated nature areas and forests.

In this part of the session, you'll hear about:

- The use of artificial intelligence (AI) for monitoring invasive alien plantspecies and wildlife-vehicle collisions. (Michael Wätjens)



study of hazel dormouse, and Re-establishing of wildlife habitats and populations on a large scale to secure wildlife functions between Central and Northern Europe – a study of red deer (Marita Böttcher)

This particular session is split into two parts, and the first part takes place before the break. It is possible to attend both sessions, but it is not required.

Moderator: Johan Rydlöv, specialist and national coordinator for landscape, Swedish Transport Administration

Speakers: Michael Wätjen, Chief Sales Officer, Trifork; Marita Böttcher, Bundesamt für Naturschutz,

Resp: Christina Steenbeck, Danish Road Directorate





recruitment of qualified labour. The demand for skilled labour is high in the road infrastructure sector. At the same time the industry faces a big challenge in becoming attractive as an industry.

What will the future look like if we fail to recruit? We can assume that it will lead to increased costs, delays, and reduced efficiency in the transport sector. Are we prepared to accept this scenario?

What can the industry do to become attractive to a wider group of people? One measure could be to counteract the prejudices that exist within and against the industry linked to diversity, such as ethnicity, sexuality, gender and allow more individual solutions for different stages of life.

Via Nordica 2024 will discuss this challenge using multi-perspective problem framing.

Moderator: Elin Kebert, The Swedish Construction Federation.

Speakers/participants: Nina Groes, Director and founder of Divérs; Andreas Planthaber, Business area manager Road and Railway Western Sweden at Tyréns, Lars Westermark, Director at the Finnish Transport Infrastructure Agency

[Registration](#) [Exhibition](#)[Contact](#)

12:00 - 13:00

Lunch

13:00 - 14:30

### Sustainable bridge design

Can we still build new bridges considering the consequence the material production has on our planet?

Bridge construction and maintenance face great demands for climate and environmental management, excessive material consumption and overdesign is something that needs to be addressed.

The principal theme of the session will be the review and discussion of design standards such as Eurocodes (2nd generation of Eurocodes are expected to be published in 2027), and national bridge design regulations, and how such developments can and should incorporate climate/carbon footprint considerations.

This is closely linked to advancements in design methods, that are set up for structural optimisation based on digital technology, whilst honouring the safety requirements of





The Nordic bridge prize for 2020 will also be revealed and presented during the session.  
Registration ▾ Exhibition Contact

Moderator: Gudmundur V.Gudmundsson, Director of Development and Planning, The Icelandic Road and Coastal Administration.

Speakers: Hans Henrik Christensen, Chief Advisor, Rambøll; Ivar Melby, Norwegian Public Roads Administration; Magnús Arason, Efla Iceland.



### Accident investigators and their stories - the value of in-depth crash analysis

The Nordic countries are among the best in the world when it comes to road safety. But we can still learn and improve. All the Nordic countries have accident investigation teams for in-depth analysis of traffic accidents. This session will present some of their most recent investigation methods and findings.

- Use of in-depth investigation results in road infrastructure measures, Kalle Parkkari, Leader of Road Accident Investigation, Finnish Crash Data Institute OTI
- Tretten bridge collapse 2022- Safety learning from a wooden truss bridge collapse investigation in Norway, Per Olav Hetland, Inspector of accidents, Norwegian





analysis; Benny Thomsen, accident investigator, DanCrash

Registration • Exhibition • Contact

Moderator: Anne Eriksson, Danish Road Directorate.

Speakers: Kalle Parkkari, Leader of Road Accident Investigation, Finnish Crash Data Institute OTI; Per Olav Hetland, Inspector of accidents, Norwegian Safety Investigation Authority (NSIA); Benny Thomsen, accident investigator, DanCrash.



## A sustainable Nordic construction market

Road procurement in the Nordics is in the forefront internationally in taking into use new, more cooperative and relational contracting models. This session will describe what has happened in the Nordic countries and what we are looking at for the future.

- Introduction to the work of the working group by Peter Molin
- Presentation of "Relational contracting in the Nordic countries 2000-2023" by Anna Kadefors, Professor, KTH Royal Institute of Technology)



differences and similarities across the Nordics. The debate also looks at sustainable development requirements in the countries. Participants in the panel include procurement directors and service providers.

Moderator: Peter Molin, Director, Infrastructure and transport, Ramboll Finland

Speaker: Anna Kadefors, Professor, KTH Royal Institute of Technology, Stockholm, Sweden

Panellists: Helle Lange, Director of procurement, The Danish Road Directorate; Poul-Erik Olsen, Sustainability Director, CG Jensen A/S; Magnus Bergendal, PEAB Anläggning AB.



### Automated driving and road design

The technical development regarding driver assistance and self-driving vehicles is progressing rapidly. The development of the physical design of roads and streets does not keep up with that pace, and roads are expected to last for many years.





Will autonomous driving change the way we design roads, and what are the future requirements for the state road infrastructure?  
Registration ▾ Exhibition Contact

In this session we will discuss:

- Introduction by moderator Kenny Dolleris, National Planner, Swedish Transport Administration
- Designing and Maintaining Roads to Facilitate Automated Driving? Ane Dalsnes Storsaeter, Vice President Products and R&D at Q-Free ASA
- Will autonomous driving change the way we design roads? Kenny Dolleris, National Planner, Swedish Transport Administration
- Are road markings good enough for future driving? Tine Damkjær, Project Manager, Danish Road Directorate

A panel will discuss and share information on possible future road design practices with an eye to findings from:

- A European project on the design requirements of the evolving connected and automated driving
- A report from a Swedish governmental assignment on automated driving and road design
- A Nordic research project on automated vehicles and road markings. To read more about the project you can visit the [NordFoU project page](#).



Speakers and panel:  
Registration ▾ Exhibition Contact

Kenny Dolleris, National Planner, Swedish Transport Administration

Ane Dalsnes Storsaeter, Vice President Products and R&D, Q-Free ASA; Tine Damkjær, Project Manager. Danish Road Directorate; Kenny Dolleris, National Planner, Swedish Transport Administration.



14:30 - 14:40

Break

14.40 - 16.00

### **Closing session: Mega projects and their responsibility to society**

When our projects infringe on people's local neighbourhoods and affect their everyday lives, we need to do as much as we can to ensure an understanding for our work. But how exactly can we do that? How do we make sure that even mega projects have a proper integration with local society? And how do we handle public criticism, that might not reflect the overall values of society? These are just a few of the questions which will be discussed in the closing session. Henrik Vincentsen, CEO of Femern A/S, and Luc Hellemans, CEO of Lantis, will be



[Registration](#)  [Exhibition](#) [Contact](#)  
**Henrik Vincentsen, CEO, Fehmarnbelt Tunnel**

Henrik Vincentsen is CEO of Femern A/S, a Danish state-owned company tasked with planning, constructing and operating the fixed link across the Fehmarnbelt between Denmark and Germany. The Fehmarnbelt Tunnel is the largest construction project in Danish History and it will be the world's longest immersed tunnel.

**Luc Hellemans, CEO, Lantis**

Luc Hellemans is CEO of Lantis, a public limited company commissioned by the Flemish government. Lantis builds connections that make the city and region flourish. Lantis is responsible for the realization of one of the largest infrastructure programmes in Europe "the Oosterweelverbinding".

**Moderator: Torben Liborius, Deputy Director General of the Confederation of Danish Industry and Head of Danish Infrastructure.**

Bridge Prize

Handover to Finland



Via Nordica 2024



COPENHAGEN 11-12 (13) JUNE  
UN Global Goals  Nordic Road Sector Approaches

[Welcome](#) [News](#) [Programme](#)  [Special Technical Tours](#) [Venue](#)

[Registration](#)  [Exhibition](#) [Contact](#)

© 2024 DIS Congress Service A/S



## Special Technical Tours

### Day 3 - June 13



Via Nordica 2024 participants are offered off-site technical tours as part of the programme. The technical tours on day 1 (Tuesday 11 June 2024) are included in the programme and the registration fee. The technical tours on day 3 (Thursday 13 June) is optional and incur a fee of 50 EUR per tour. You will also have to stay a day longer in Denmark (Thursday 13 June 2024).

Please note that due to logistics and travel, tours can last longer than their scheduled time.

All reservations are subject to DIS Congress general terms and conditions.

### Registration necessary

Via Nordica 2024 offers two optional technical tours on 13 June 2024, the day after the ordinary congress. There will be a limited number of participants and early registration is therefore recommended.

## The Fehmarnbelt Tunnel construction site (Sold out)

The day after the congress on 13 June, we are planning a technical tour to the Fehmarn Belt Tunnel construction site.

A visit to Fehmarnbelt will give you a chance to learn more about the construction of the Fehmarnbelt Tunnel, which will be a fixed link across the Fehmarnbelt between Denmark and Germany. The tour is an opportunity to visit the exhibition centre at Rødbyhavn. The technical tour offers insight into all aspects of the project.



Photo: © Femern A/S

The Fehmarnbelt tunnel is planned and built by the Danish state-owned company Femern A/S.

Duration of the tour is estimated to 8 hours with bus. Departure and arrival at the Tivoli Hotel & Congress Center. Departure time is 8 AM.

## New Storstrøm Bridge (Sold out)



In addition to the congress technical programme, we are planning a technical tour on the day after the congress to the new Storstrøm Bridge.

The Danish Road Directorate is building a new Storstrøm Bridge, which will connect Zealand with Falster via Masedø. The bridge will be approximately 4 km in length and will be Denmark's third longest bridge.

The Storstrøm Bridge will be a double track electrified railway and a two-lane regional road. Furthermore, the bridge will include a lane for cyclists and pedestrians.

Duration of the tour is estimated to 6,5 hours with bus. Departure and arrival at the Tivoli Hotel & Congress Center.

Departure time is 8 AM.

Deadline for registration is 30 May, 2024.

## How to register for the special technical tours

When registration for the congress opens 1 October 2023, it will be possible to register for the special technical tours as well.



There will be a limited number of participants, and we recommend early registration to secure a seat.

Registration for the special technical tours requires registration for the Via Nordica 2024 congress.

Registration fees for the special technical tours are listed at the registration form.

[Link to registration for the Via Nordica 2024 congress](#)

© 2024 DIS Congress Service A/S

