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# D.T1.1.3 WORK PAPER

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Methodology for baseline study

Version 1.0  
09.2019

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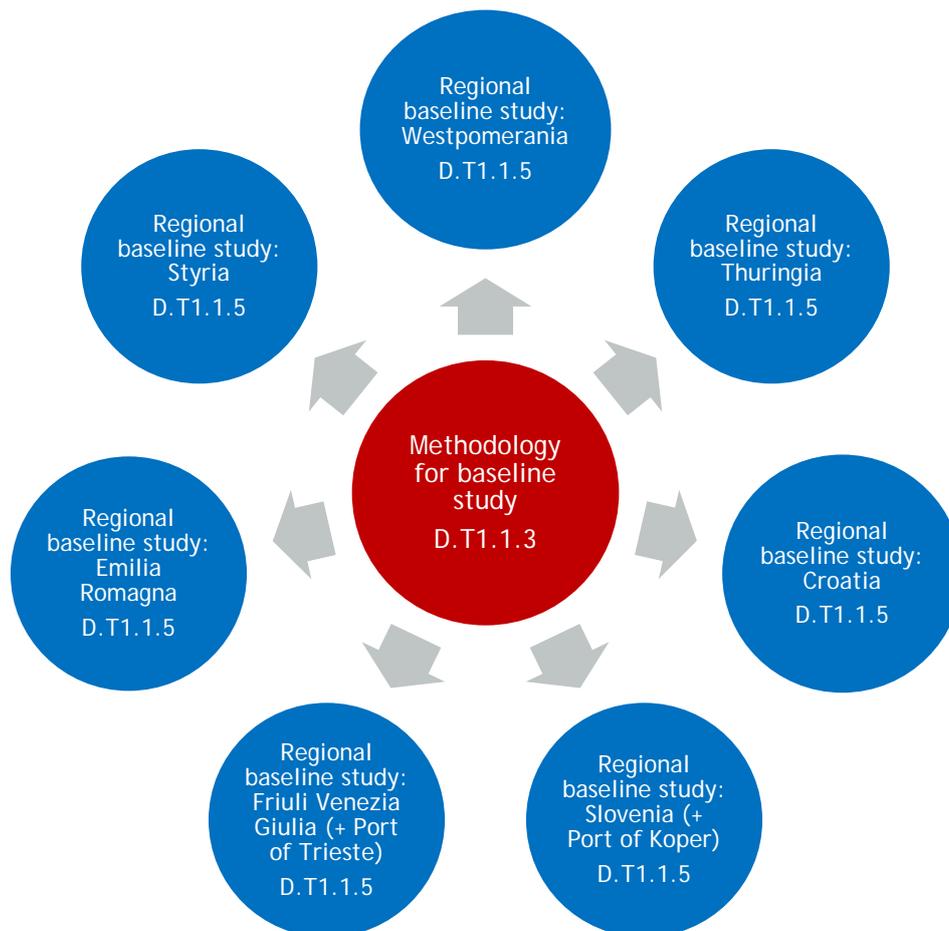
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# 1. Introduction

The deliverable “Methodology for baseline study” (D.T1.1.3) defines a common methodology for analysing the current state of rail freight services in each pilot region, e.g. identifying common ratios. The work paper is agreed by all partners and serves as the basis for the regional baseline studies (status quo of rail freight services) in WP 1 (D.T1.1.5). All partner regions will then implement these studies in the regional context. The following figure illustrates the context of the methodology for the regional baseline studies:



In detail the work paper comprises the following structure:

First there will be a Territorial Analysis (A) to give a general overview about the region and/or port. The focus will then lay on the territorial analysis of the regions and ports and their hinterland/catchment area regarding regional rail freight infrastructure and services, e.g. industrial clusters and sites, rail infrastructure, intermodal facilities, transport flows, network classification etc. Maps and figures will visualise the status quo of the regional rail freight transport.

Section (B) continues with a Policy Analysis regarding rail freight infrastructure and services by analysing policy documents on national and regional level, including goals and strategies as well instruments. Also important here is the question who is responsible and who has power and influence in the sector of rail freight transport.

After that follows a Regional Stakeholder Mapping (C). In this section each partner collects important stakeholders out of politics, economy and civil society for regional rail freight transport. They will be



described by their role, importance and contribution to the REIF project and classified in the categories of their influence on the project (low or high) and their level of interest in the project (low or high).

The analysis completes with a SWOT Analysis (D) by rounding up strengths, weaknesses, opportunities and threats in the field of regional rail freight transport. Finally, section (E) concludes the baseline study with a Recommendation/Outlook for the future work in the project.

## 2. Methodology and structure for baseline study

### A) Territorial Analysis (Regions/Ports)

The Territorial Analysis is the first step of each baseline study to analyse the current state of rail freight transport (infrastructure and services) in each partner region. A general description of every port and region gives an overview about main features and characteristics, including important facts and figures, like surface, population, population density etc.

The core of the Territorial Analysis is then the adaptation of the table “Regions/ports and their hinterland/catchment area”. The analysis has a regional focus so that different issues will be highlighted. Each aspect regarding rail freight transport should be described in detail by every partner, including maps and figures, to present the status quo in every region and port.

The important aspects are:

- **Industrial clusters/branches** (timber, automotive, logistics, steel, mining, chemical industry etc.),
- **Industrial sites** larger than 20 hectares,
- **Rail infrastructure** (lines, tracks, electrification, freight suitability),
- **Network classification** (core network, comprehensive network, additional network for freight transport),
- **Intermodal facilities** (access points of rail freight, e.g. loading tracks, feeder/connecting tracks, terminals, train formation depots/yards etc.),
- **Freight transport flows** (shipping, receiving, transshipment) and
- **Modal share development** over the years.
- If any further aspects are important, they can certainly be added.

This will help to point out problems and challenges in the region, but also advantages and chances for the region (see also D: SWOT-Analysis). Furthermore, the analysis informs all other PPs about the current situation in the own region and/or port and similarities and differences among each other can be revealed.



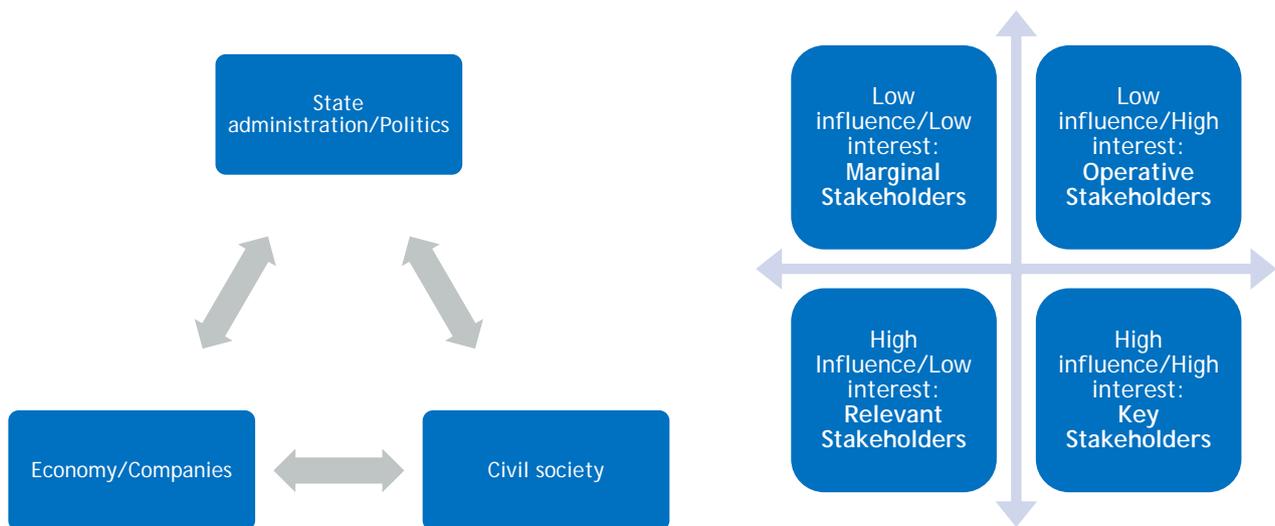
Regions/Ports and their Hinterland/catchment area	
<b>Industrial clusters/branches</b>	What kind of industrial clusters/branches do you have? e.g. timber, automotive, logistics, steel, mining, chemical industry, ...
<b>Industrial sites</b>	Where are the important industrial sites (> 20 ha)?
<b>Rail infrastructure</b>	What is the current situation/state of rail infrastructure in the region?
- lines	Where are the lines?
- tracks	How many tracks are on each line?
- electrification	Where are the electrified and non-electrified lines/tracks?
- freight suitability	Is the rail infrastructure freight suitable? (e.g. gradient, possibility for intersection, clearance gauge, axial load...)
<b>Network classification</b>	Where is the core network, comprehensive network and additional network?
<b>Intermodal facilities</b>	What kind of intermodal facilities do you have and where are they located? Access points of rail freight, e.g. loading tracks, feeder/connecting tracks, terminals, train formation depots/yards (railway yards), ...
<b>Transport flows</b>	How do the transport flows look like? Shipping, receiving, transshipment
<b>Modal share development</b>	How has the modal share of freight transport developed?
...	

## B) Policy Analysis

This section points out who is responsible for rail freight transport and services in every region of the PP and which policy documents on national and regional level, including goals and strategies as well as instruments (Infrastructure, legal framework, subsidies and finance) exist. The Policy Analysis is important to understand the current state of laws, charters, guidelines, plans, programmes, strategies etc. to promote rail freight transport. This includes the influential and powerful stakeholders who are responsible for rail freight infrastructure and services (see also next section C).

## C) Regional Stakeholder Mapping

The involvement of major stakeholders is a key element for the project's results and outputs. Cooperation and coordination between all relevant stakeholders in regional rail freight transport is therefore fundamental and important. For that, each PP identifies and collects key stakeholders out of politics, economy and civil society.



In the following tables, the list of stakeholders has to be filled-in. The first table (matrix) maps out the important stakeholders by classifying them according to their influence on the project (low or high) and their level of interest in the project (low or high). This will show which stakeholders have to be involved in project activities (key stakeholders and operative stakeholders), which stakeholders the PP would like to involve (relevant stakeholders) and which stakeholders are less important (marginal stakeholders) for the project activities. In the second table the stakeholders should be listed and described according to their role and benefits or conflicts their involvement could bring.

The stakeholder mapping serves also as a basis for the establishment of the market player working groups as an important element of all pilot actions in WP T2 (Deliverables D.T2.1.3, D.T2.2.4, D.T2.3.4). They will be composed of public and private stakeholders relevant to the chosen topic of the pilot action and the regional context.



		INTEREST	
		Low	High
INFLUENCE	Low	Marginal Stakeholders: Importance = low	Operative Stakeholders: Importance = medium/high
	High	Relevant Stakeholders: Importance = medium/high	Key Stakeholders: Importance = high

Stakeholder	Role	Importance/ Relevance (High/medium/ low)	Contribution to the project	Benefits from the project	Conflicts (Potential, existing, former)	Current level of support	Strategies to improve the support
Name 1	type	...					
Name 2	...						
...							



## D) SWOT Analysis

The SWOT Analysis serves to identify key internal (Strengths and Weaknesses) and external (Opportunities and Threats) factors in the regional rail freight transport. These factors are derived from the previous steps of the baseline study and are therefore an overview or a summary of the status quo of rail freight transport. Every PP fills in the table with the main findings and factors for the SWOT Analysis, so the results are presented in a matrix like the following one.

Strengths

Weaknesses

Opportunities

Threats



## E) Recommendation/Outlook

Every baseline study should be concluded with a summary of the main findings and results. Importance should be given to a recommendation and outlook for the future work of the project. This will help to achieve the purposed aims and outcomes of every PP through the project and to compare and learn from the baseline studies in the REIF project.