

DECISION-SUPPORT TOOL

specifying and prioritising pilot actions for multimodal freight transport
complementing OEM corridor development

D.T1.3.3

Strategy-building part
30 09 2020

Saxon State Ministry for Regional Development





TABLE OF CONTENTS

1. INTRODUCTION	3
2. CHARACTERISTICS OF PILOT ACTIONS.....	4
3. CHALLENGES AND NEEDS IDENTIFIED IN REGIONAL AND TRANSNATIONAL ANALYSES	5
3.1. General challenges and needs	5
3.2. Specific (territorial) challenges and needs	5
3.3. Key requirements for strategy development on local, regional, cross-border and transnational level	7
4. SYNOPSIS.....	8



1. INTRODUCTION

The strategy-building part of the decision-support tool specifying and prioritising pilot actions for multimodal freight transport complementing OEM corridor development (D.T1.3.3) complements the transferability and mutual learning part of the decision-support tool, which has been prepared by FBL Freeport of Budapest Logistics (PP8) and KTI Institute for Transport Sciences Non-profit Ltd. (PP7). It further enhances the recommendations for the implementation of pilot actions and the development of strategies capitalising the potentials of the OEM corridor for regional development.

In the transferability and mutual learning part of the decision-support tool, the following analytical steps have been undertaken:

- Analysis of regional analyses of challenges and needs, based on the criteria system defined in the analytic tool (D.T1.1.1)
- General conclusions for implementation of pilots, taking into account challenges for development of the OEM corridor
- Assessment of the relationship between spatial characteristics of participating regions and pilot actions (matrix analysis), supplemented by case-by-case explanations
- Recommendations and conclusions for the transfer of results and knowledge expected from pilot actions (assessment of transfer potential)

The strategy-building part of the decision-support tool builds on the results of these analytical steps. Challenges identified in regional and transnational analyses are being summarised, and key requirements for strategy development on local, regional, cross-border and transnational level are being identified. Finally, challenges and requirements are reflected against the characteristics of pilot actions, leading to the formulation of recommendations for the implementation of pilot actions.



2. CHARACTERISTICS OF PILOT ACTIONS

Taking into account the criteria system defined in the analytic tool (O.T1.1) and applied in the comprehensive version of the decision-support tool (D.T1.3.3), the multimodal freight transport pilot actions complementing OEM corridor development implemented in the project might be characterised as follows:

Pilot action	Partner(s)	Thematic profile and characteristics
Smart traffic management system for the Budapest Freeport	FBL	Road transport Urban area with growing (transnational) transport flows and need for better traffic management (less emissions) Efficient management of intermodal terminals and logistics locations
Solutions for accessibility harmonisation of inland ports in the German-Czech section of the OEM corridor	SBO	Waterway and road transport Supply of goods through specialised industry (heavy and oversized goods) → potential for modal shift Cross-border cooperation
Analysis of goods flows and development of logistics concept for new intermodal services along the OEM corridor	Rostock Port	Railway transport, sea and ferry transport Growing (transnational) transport flows → potential for modal shift Efficient use and networking of rail-road terminals
Logistics concept for an OEM freight liner train Rostock-Saxony/Czech Republic	SBO Rostock Port	
Low-cost improvements for rail freight transport along the OEM corridor and related railway networks	GySEV	Railway transport Growing transport flows and limitations in capacity of infrastructure → potential for modal shift
Identification of attractive multimodal logistics locations and elaboration of profiles for development	IPP KORDIS	Road and railway transport, partly waterway transport Urban areas with competing land-use schemes, population growth and growing transport flows → potential for modal shift Efficient location of intermodal terminals and logistics locations



3. CHALLENGES AND NEEDS IDENTIFIED IN REGIONAL AND TRANSNATIONAL ANALYSES

3.1. General challenges and needs

Taking into account the results and findings of regional and transnational analyses, the following general challenges and needs for OEM corridor development have been identified:

- To capitalise and to enhance the potentials of multimodal transport (rail-road) in regional, national, cross-border and transnational perspective
- To capitalise and to enhance the potentials of inland waterway transport
- To reduce the emissions of noise, pollutants, greenhouse gases and CO₂
- To capitalise the potentials of digitalisation
- To guarantee the supply of skilled workforce

Since the beginning of 2020, the necessary recovery from the COVID-19 crisis caused by the appearance and the containment of the SARS-CoV-2 virus leads to additional challenges.

3.2. Specific (territorial) challenges and needs

These challenges are complemented through territorial challenges and needs, which are specific for the regions analysed. These might be categorised as follows:

- To diminish geographical barriers
- To remove infrastructural bottlenecks
- To enhance the capacity (and number) of multimodal terminals
- To coordinate passenger and freight transport

In detail, these challenges might be summarised as follows:

Region	Partner(s)	Results and findings from regional analyses
Rostock Region	Rostock Port	Enhancement of port and hinterland infrastructure Extension/intensification of current trade routes, increase in handling efficiency - staying competitive and ensuring capacity Need for efficient implementation management - financing, time management and scheduling, involvement of residents and (environmental) stakeholders
Free State of Saxony	SMR & EGTC SBO	Need for modal shift (road → rail, inland waterways) to accommodate (and to handle) freight growth rates Need to strengthen the competitiveness and use of rail freight transport (elimination of bottlenecks and increase of capacity, coordination with agglomeration transport, strengthening of interfaces between North-South and East-West freight flows) Provision of reliable business models for inland waterway transport Structural change in Saxony's lignite regions creates new opportunities for investments and innovative approaches (e.g. provision of additional access points, re-shaping of infrastructure management and business models)



Region	Partner(s)	Results and findings from regional analyses
Ústí Region	Ústí Region CSP	<p>High potential for capitalisation of the new railway line Prague - Dresden (with branch to Most) for regional economy (in particular with regard to human capital) and efficient freight transport</p> <p>Need for additional action to make the region a desirable place for living: recultivation of coal mines, reduction of dirty production and increase of air quality, reduction of social exclusion, redevelopment of neglected urban areas</p> <p>Need to connect the new railway line Prague - Dresden with regional railway networks and to systematically support the redevelopment of the vicinity of railway stations, need to strengthen intermodal transport</p> <p>Conflict of interests between reduction of noise emissions and rail freight transport - possible threat to capacity</p>
South Moravian Region	KORDIS	<p>Need to decrease road transit and to support modal shift (road → rail) through increase of capacity of railway infrastructure and creation of intermodal terminals (= increase of competitiveness of railway transport)</p> <p>Coordination with agglomeration transport, redevelopment of the Brno railway node (taking into account the development of high-speed lines)</p>
Bratislava Region	IPP	<p>Many capacity limitations of the Bratislava (rail) node → need for reliable prognosis of usage for different functions (passenger + freight) to find adequate spatial solutions</p> <p>Need for spatial reservations in terms of urban planning, to enable efficient territorial development and to avoid (or reduce) conflicts</p> <p>Support of alternative solutions (additional tracks) for freight transport is needed</p>
Győr-Sopron-Burgenland Region	KTI GySEV	<p>Need to improve the technical parameters of railway lines - train length, axle load, double-tracking, triangle tracks → better progress in implementation of rail infrastructure investments</p> <p>To tackle capacity constraints in the Sopron node</p> <p>To manage with increasing frequency of passenger services, leading to path conflicts with freight services</p>
Budapest Region	FBL KTI	<p>Need for more efficient implementation of infrastructure projects (tackling shortcomings in preparation of projects)</p> <p>To improve access by rail to industrial sites</p> <p>Need to increase the capacity of Danube bridges, as part of the need for complex improvement of the Budapest rail node (passenger + freight)</p> <p>To increase the number of intermodal nodes, creating the opportunities for intermodality → to encourage freight operators to use modal shift</p> <p>To improve conditions for inland waterway transport</p>



3.3. Key requirements for strategy development on local, regional, cross-border and transnational level

Subsequently, the identified territorial challenges and needs are translated into key requirements for strategy development on local, regional, cross-border and transnational level.

These requirements outline the territorial framework for the development of Corridor Capitalisation Plans (D.T3.2.2-7 / O.T3.2) and the Transnational corridor capitalisation strategy exploiting potentials of the OEM corridor for freight transport and regional development (D.T3.4.3 / O.T3.3).

Region	Partner(s)	Key requirements for strategy development on local, regional, cross-border and transnational level
Free State of Saxony	SMR & EGTC SBO	<p>To capitalise the opportunities created by structural change in Saxony's lignite regions (Metropolitan Region Central Germany, Lusatia) for modal shift and innovative approaches towards sustainable freight transport</p> <p>To support long-term capacity increase and efficiency of the freight transport system through improvement and qualification of spatial planning procedures on regional and cross-border level</p> <p>To provide targeted support to inland waterway transport through facilitation of specialised services (heavy and oversized goods)</p>
Ústí Region	Ústí Region CSP	<p>To enable faster train connections from Prague and Dresden to as many regional centres as possible</p> <p>To improve capacity and quality of the infrastructure for the needs of rail freight transport and intermodal transport</p> <p>To secure adequate conditions for transit-oriented development around railway stations benefitting from faster rail connections</p>
South Moravian Region	KORDIS	<p>To facilitate decision-making with regard to substantial improvements of the Brno rail node - increase of capacity of rail infrastructure and the Brno railway station, creation of intermodal terminals</p> <p>To communicate identified needs to decision-makers, taking into account obstacles for improvements and outlining steps for improvements</p>
Bratislava Region	IPP	<p>To identify possibilities to improve the functionality of the multimodal hub in the south-western parts of the Slovak Republic, taking into account local, regional, cross-border and transnational needs</p> <p>To enable efficient territorial development and to avoid (reduce) land-use conflicts related to the development of logistics centres and connected infrastructures</p>
Győr-Sopron-Burgenland Region	KTI GySEV	<p>To support capacity increase of the regional (cross-border) railway network</p> <p>To capitalise the regional potentials for efficient freight transport and intermodal transport along European transport corridors</p>
Budapest Region	FBL KTI	<p>To support the development and to increase the capacity of the Budapest rail node as multimodal hub, linking Central and South-East Europe</p> <p>To strengthen the interfaces between European rail freight corridors and inland waterway transport</p> <p>To create opportunities for intermodality, encouraging freight operators to take advantage of multimodal options</p>



4. SYNOPSIS

The synopsis summarises the findings from the transferability and mutual learning part and the strategy-building part of the decision-support tool, translating them into recommendations for the implementation of pilot actions. To identify the recommendations, the following guiding questions have been examined:

- a) In the context of strategy-building, which characteristics of the pilot activity are most relevant? How does the pilot action contribute to the general challenges of OEM corridor development?
- b) In the context of transferability and mutual learning, what is needed to facilitate the transfer of knowledge? Which elements should be part of the deliverables?

Pilot action	Partner(s)	Recommendations for the implementation of pilot actions
Smart traffic management system for the Budapest Freeport	FBL	<ol style="list-style-type: none"> a) Provision of more capacity for freight transport through more efficient operation of multimodal terminals, capitalisation of potentials of digitalisation b) Please pre-identify and include possible cases (inland ports, logistics centres) for the transfer of knowledge in the assessment of the smart traffic management system for the Budapest Freeport (D.T2.2.3)
Solutions for accessibility harmonisation of inland ports in the German-Czech section of the OEM corridor	SBO	<ol style="list-style-type: none"> a) Creation and support of reliable business models for inland waterway transport b) Please include a detailed methodology of the approach and a section on lessons learnt in the documentation of the development and testing of solutions for accessibility harmonisation of inland ports (D.T2.2.5)
Analysis of goods flows and development of logistics concept for new intermodal services along the OEM corridor	Rostock Port	<ol style="list-style-type: none"> a) Facilitation of modal shift and more efficient use of existing capacities in the freight transport system, complementing the cooperation along Rail Freight Corridors by regional and cross-border networking b) Please outline and develop necessary steps towards the upscaling of the approach (“corridor trains” platform) on transnational level during the testing of logistics concepts (D.T2.3.4 / D.T2.3.6)
Logistics concept for an OEM freight liner train Rostock-Saxony/Czech Republic	SBO Rostock Port	<ol style="list-style-type: none"> a) Facilitation of modal shift and more efficient use of existing capacities in the freight transport system, complementing the cooperation along Rail Freight Corridors by regional and cross-border networking b) Please outline and develop necessary steps towards the upscaling of the approach (“corridor trains” platform) on transnational level during the testing of logistics concepts (D.T2.3.4 / D.T2.3.6)
Low-cost improvements for rail freight transport along the OEM corridor and related railway networks	GySEV	<ol style="list-style-type: none"> a) Provision of more capacity for freight transport in regional railway networks with capacity restraints b) Please include a detailed methodology of the approach and a section on lessons learnt in the best-practice guideline on low-cost improvements for rail freight transport (D.T2.3.10), and, if possible, please identify possible cases for transfer of knowledge in Central and South-East Europe



Pilot action	Partner(s)	Recommendations for the implementation of pilot actions
Identification of attractive multimodal logistics locations and elaboration of profiles for development	IPP KORDIS	<ul style="list-style-type: none"> a) Creation of knowledge on the territorial prerequisites for a more efficient system of freight transport b) Please document the experiences made during the transfer of the approach developed in the Bratislava Region to the South Moravian Region thoroughly, drawing conclusions and outlining lessons learnt for the transfer to further regions (D.T2.4.5)