



D.T2.2.4 SOLUTIONS FOR ACCESSIBILITY HARMONISATION OF INLAND PORTS IN THE GERMAN-CZECH SECTION OF THE OEM CORRIDOR

FINAL REPORT

09 2020

PP2 Saxon Inland Ports Upper Elbe



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1. Background

In order to make the European Union the first carbon neutral region in the world by 2050, it is necessary to work on lowering the greenhouse gas emissions in the transport sector. Indeed, the trends in emission of greenhouse gas by main sector in the EU-28 between 1990 and 2017 demonstrate that transport is the second sector in terms of emission, representing 25% of total greenhouse gas emissions, after the energy supply sector.

While most of the sectors have managed to reduce their emissions over time, the transport sector has increased them. More dramatically, the road transportation has increased its emission by 170 MtCO₂ between 1990 and 2017, 89 Mt CO₂ for international aviation and 35 Mt CO₂ for international navigation. The railway direct emissions have declined by 66% in this same period due to the fast electrification of the railway network. In the end, the emission of greenhouse gas by rail transportation can be considered marginal as it represents only 0.5% of the emission produced by the transport sector.

The TEN-T core network corresponds to a single European planning perspective that coherently encompasses all EU Member States and connects them with neighbouring areas and, via ports and airports. It is intended to serve in a balanced way the objectives of the internal market, territorial, economic and social cohesion, Europe's competitiveness in the world and the EU's environmental and climate objectives. Multimodal, interoperable and equipped with innovative technologies, it must enable efficient and sustainable transport operations.

Economic development in the European Union does not only take place along the routes of the TEN-T core network. It is therefore crucial that the access from the areas to the various nodes of the TEN-T network is attractive, reliable and competitive. More attention must be paid in the regions to access to environmentally friendly transport systems, such as railways or inland waterways. The diversity of the transport modes and goods required today also requires the adaptation of the infrastructure in the access to the TEN-T nodes.

2. Description of the pilot action

The Elbe ports in Saxony and Ústecký kraj have succeeded in establishing themselves as competitive locations for the transshipment of goods. Due to the general nature of these ports, i.e. their geographical location, their ability to handle all types of goods and their multimodality, there is an existential interest in connecting the ports to the Orient-East-Med corridor. Most ports are already integrated. In the coming years, the focus will be on improving the accessibility of the ports in the road pre- and onward-carriage to rail and ship transport. This will not only ensure the sustainable economic development of these ports, but will also make a significant contribution to the expansion of an environmentally friendly infrastructure.

The ports on the Elbe in these two neighbouring project regions are also transshipment points for goods that exceed the usual dimensions and weight. In order to ensure the transport of these goods not only in the Orient-East-Med corridor, constant efforts are needed to ensure the accessibility of the ports. Transportation by road to the ports is subject to approval in both countries of the partner regions, with the lower transport authorities issuing the permits. The routes are selected taking into account the passability of the roads and bridges in terms of axle loads, road width, turning circles and clearance heights.



Heavy duty load in the Port of Lovosice (CZ)

The pilot action shows the routes currently possible for heavy goods traffic. The number of routes is limited and an upgrading of the infrastructure is necessary. It is therefore recommended to inform the regional planning associations and planning authorities about the current status. The aim is to sensitise them to integrate the inland ports in future road infrastructure planning and also to find cross-border solutions and take them into account in future spatial planning. In the same way, the transport relations to and from the ports of the Elbe as access points to the Orient-East-Med corridor are to be given more attention.

In addition to this, the accessibility for road haulage with regular dimensions was investigated, considering GIS based lorry driving times and road infrastructure projects which will improve the access to the port. This will not only have an impact on the traffic flow in the surrounding road network of the ports, but on their competitiveness in comparison to road-only haulage.



3. Identified road infrastructure

The following tables show road infrastructure investment projects and their status in terms of completion (planning, construction etc.) in Saxony and Ústecký kraj. These projects were identified to be relevant for the accessibility of the inland ports for road transport both for regular dimensions as well as for heavy and oversized goods. The tables are followed by maps of these projects.

3.1. Saxony - Federal roads

PORT	STREET	ROAD PROJECT	LENGTH (KM)	COSTS IN MIO. EUR	PLANNING STATUS, REFER TO THE TIME OF REGISTRATION	URGENCY CLASSIFICATION	TRAFFIC LOAD (TRAFFIC FORECAST 2025)
Torgau	B 87n	Leipzig (A 14) - Eilenburg	18,7	94,5	Preliminary planning	Further needs with planning law	
Torgau	B 87n	Eilenburg - westl. Torgau	22,0	79,9	Preliminary planning		
Torgau	B 87n	OU Torgau	11,4	76,7	Without planning		
Torgau	B 87n	East Torgau	7,0	12,9	Without planning		
Torgau	B 87 n	OU Löhsten	2,2	4,2	Regional planning procedure in preparation since 29.08.2011		6,000 vehicles/24h with 24% heavy traffic share
Torgau	B 87	OU Kolochau	2,0	3,4	Without planning		7.000 motor vehicles/24h with 20% heavy traffic
Torgau	B87	OU Schlieben	4,7	8,4	Without planning	Further needs	4.000 motor vehicles/24h with 23% heavy traffic
Torgau	B 87/ B101	OU Herzberg	10,5	33,5	Line determined / route determined on 20.10.1997; without planning (for the section of the B 101)	Further needs with planning law	6,000 motor vehicles/24h with 17% heavy traffic west of the B 101 7,000 vehicles/24h with 23% heavy traffic east of the B 101 and south of the B 87 5,000 vehicles/24h with 26% heavy traffic east of the B 101 and north of the B 87



PORT	STREET	ROAD PROJECT	LENGTH (KM)	COSTS IN MIO. EUR	PLANNING STATUS, REFER TO THE TIME OF REGISTRATION	URGENCY CLASSIFICATION	TRAFFIC LOAD (TRAFFIC FORECAST 2025)
Torgau	B 87	OU Naundorf	2,1	3,7			4.000 motor vehicles/24h with 22% heavy traffic
Torgau	B 87	OU Hohenbucko	3,9	5,6	Without planning	Further needs	4.000 motor vehicles/24h with 23% heavy traffic
Torgau	B 87	OU Wüstermarke und OU Langengrassau	6,0	11,3	Without planning	Further needs	4,000 motor vehicles/24h with 21% heavy traffic share Wüstermarke 5,000 vehicles/24h with 20% heavy traffic Langengrassau
Torgau	B 87	OU Duben	4,2	10,7	Without planning	Urgent need	11,000 motor vehicles/24h with 14% heavy traffic share
Torgau	B 87	OU Leibchel	2,3	4,2	Without planning		4.000 motor vehicles/24h with 22% heavy traffic
Torgau	B 87	OU Lübben	9,9	52,2	Line determined / route determined on 10.02.2012	Further needs with planning law	7,000 vehicles/24h with 15% heavy traffic south of the B 115 9,000 motor vehicles/24h with 13% heavy traffic north of the B 115
Torgau	B 87	OU Biebersdorf	2,7	4,7	Without planning	Further needs	6,000 vehicles/24h with 16% heavy traffic between the start of construction and L 443 5,000 vehicles/24h with 16% heavy traffic between L 443 and end of construction 2
Torgau	B 87	OU Trebatsch und OU Sabrodt	3,3	13,5	Without planning	Further needs	4,000 motor vehicles/24h with 23% heavy traffic share
Torgau	B 87	OU Ranzig	3,7	7,2	Without planning		4,000 vehicles/24h with 21% heavy traffic share
Torgau	B 87	OU Mittweide	1,9	3,0	Without planning		4.000 motor vehicles/24h with 24% heavy traffic



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Torgau	B 87	OU Markendorf	4,0	9,6	Line determined / route determined on 08.10.2010	Urgent need	15,000 vehicles/24h with 9% heavy traffic share
Riesa	B 98	OU Glaubitz	2,7	8,1	Without planning (Preliminary planning)	Urgent need	
Riesa	B 98	OU Wildenhain	2,0	7,0	Preliminary planning	Urgent need	
Riesa	B 98	OU Quersa	1,8	7,2	Without planning (Preliminary planning)	Urgent need	
Riesa	B 98	OU Schönfeld	1,9	4,9	Preliminary draft	Urgent need	
Riesa	B 98	OU Thiendorf	1,5	5,6	Preliminary planning since 06.07.2012	Further needs	
Torgau	B101	OU Welsickendorf	2,3	3,4	Without planningsbeginn	Further needs	
Torgau	B101	OU Kloster Zinna	3,5	9,9	Without planning	Further needs	
Torgau	B101	Trebbin - Kerzendorf (OU Thyrow)				Continuously and permanently scheduled	
Torgau/Riesa	B 107	OU Trebsen	3,4	10,9	Without planning	Further needs	
Riesa	B 169	OU Greifendorf	1,8	5,9	Preliminary planning since 17.12.1999	Further needs with planning law	
Riesa	B 169	Salbitz - B6	7,8	29,3	Plan approval, discussion procedure	Urgent need	
Riesa	B 169	A 14, AS Döbeln-Nord - Salbitz	10,4	29,6	Preliminary planning	Urgent need	



PORT	STREET	ROAD PROJECT	LENGTH (KM)	COSTS IN MIO. EUR	PLANNING STATUS, REFER TO THE TIME OF REGISTRATION	URGENCY CLASSIFICATION	TRAFFIC LOAD (TRAFFIC FORECAST 2025)
Riesa	B 169	OU Lichtensee	2,0	4,8	Without planning	Further needs	
Riesa	B 169	OU Elsterwerda	6,5	19,7	Regional planning procedure adopted on 30.03.2011	Urgent need	
Riesa	B 169	OU Plessa	5,5	16,2	Regional planning procedure adopted on 30.03.2011	Urgent need	
Riesa/Torgau	B 101	OU Elsterwerda	6,5	17,1	Regional planning procedure issued on 30.03.2011	Urgent need	
Riesa	B 182	OU Strehla	5,9	14,9	Without planning (Preliminary planning)	Urgent need	
Torgau (Riesa)	B 183	OU Bad Liebenwerda				permanently scheduled	
Torgau	B 183	OU Bad Düben	2,9	13,6	Without planning	Further needs with planning law	
Torgau	B 183	OU Bitterfeld	6,9	81,4	Without planning	Further needs with planning law	
Torgau	B 187	OU Coswig - Griebo	11,4	57,2	Planfeststellung beantragt	Urgent need	
Torgau	B 187	Nord-OU Wittenberg	12,7	47,3	Preliminary draft	Urgent need	
Torgau	B 2	Ost-OU Wittenberg					
Torgau	B 187	OU Jessen - Mühlanger	21,2	48,1	Without planning	Urgent need	
Riesa	B 6	OU Kühren	3,6	9,1	Without planning	Further needs	
Torgau	B 187	OU Holzdorf	3,8	11,9	Without planning	Further needs	



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	B 96	OU Hoyerswerda				Continuously and permanently scheduled	
Dresden	B 97	OU Ottendorf-Okrilla mit AS	6,4	37,6	Without planning	Urgent need	
Dresden	B 172	OU Pirna	4,0	76,9	Planning approval requested on 14.08.2009	Urgent need	
Dresden	B 6	Verlegung in Dresden-Cossebaude	4,2	62,7	Preliminary draft in progress since 27.05.2010	Urgent need	
Torgau	B 6n	AS B 6n (A 9) - B 184	2,5	24,9	Without planning	Urgent need	
Torgau	B 6 n	B 184 - Lgr. ST/SN				Continuously and permanently scheduled	
Torgau	B 6 n	OU Bernburg - A9				Continuously and permanently scheduled [in construction]	
Torgau	A 143	AS Halle/Neustadt - AD Halle-N				Continuously and permanently scheduled	
Riesa	A 14	AS Leipzig-O - AD Parthenaue				Continuously and permanently scheduled	
Riesa	A 72	Borna-Nord - AD A 38/A 72				Continuously and permanently scheduled	
All	B 2	Verlegung bei Zwenkau	4,4	11,5	Without planning	Further needs with planning law	



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Torgau	B 2	OU Groitzsch/Audigast	3,1	15,5	Preliminary planning in progress since 11.04.2013	Urgent need	
Torgau	B 7	Verlegung n Frohburg	6,0	36,6	Preliminary draft in progress since 16.07.2012	Urgent need	
Dresden	B 115	OU Krauschwitz	3,3	9,7	Preliminary planning in progress since 28.12.1998	Urgent need	
Dresden	B 156	OU Malschwitz/Niedergurig	2,2	6,2	Preliminary draft in progress since 20.10.2009	Urgent need	
Dresden	B 178	Nostitz - A 4				Continuously and permanently scheduled	
Dresden	B 178	Zittau - Niederoderwitz				Continuously and permanently scheduled	
Riesa/Dresden	B 101	Neu-/ Ausbau südlich Siebenlehn	5,3	33,9	Preliminary draft in progress since 02.10.2012	Urgent need	
Dresden	B 101	OU Freiberg	13,3	101,0	Plan-approval decision issued on 24.02.2010	Urgent need	
Dresden	B 101	Brand-Erbisdorf - Freiberg	0,8	4,5	Without planning	Further needs	
Dresden	B 101	OU Brand-Erbisdorf	5,5	20,1	Preliminary planning in progress since 14.04.2003	Further needs with planning law	
Riesa/Dresden	B 107	Ebersdorf - A 4 AS Chemnitz-Ost	4,4	40,8	Preliminary planning in progress since 29.01.2015	Urgent need	
Riesa/Dresden	B 107	Südverbund Chemnitz - Ebersdorf	6,1	50,8	Preliminary draft in progress since 29.01.2015	Urgent need	



PORT	STREET	ROAD PROJECT	LENGTH (KM)	COSTS IN MIO. EUR	PLANNING STATUS, REFER TO THE TIME OF REGISTRATION	URGENCY CLASSIFICATION	TRAFFIC LOAD (TRAFFIC FORECAST 2025)
Riesa/Dresden	B 173	OU Flöha - (2. BA)				Continuously and permanently scheduled	
Riesa/Dresden	B 173	OU Oederan	3,8	23,8	Planning approval requested	Further needs with planning law	
Riesa/Dresden	A 72	AS Stollberg-West - AS Chemnitz-Süd	14,4	103,7	Without planning	Further needs	
Riesa/Dresden	A 72	AS Zwickau-Ost - AS Stollberg-West	13,2	96,0	Without planning	Further needs	
Riesa/Dresden	B 169	OU Göltzschtal				Continuously and permanently scheduled	
Riesa/Dresden	B 94	Verlegung in Reichenbach	4,7	20,9	Without planning	Further needs	
Riesa/Dresden	B 94	Reichenbach - A72	2,2	15,7	Preliminary draft in progress since 23.06.2011	Further needs	
Riesa/Dresden	B 173	Plauen - AS Plauen-Ost (A72)	2,0	22,3	Preliminary draft, approval on 14.04.2010	Urgent need	
Riesa/Dresden	B 92	AS Plauen-Süd (A 72) - Plauen	4,4	10,8	Without planning	Further needs with planning law	
Riesa/Dresden	B 282	OU Syrau	2,8	18,7	Without planning	Further needs	
Riesa/Dresden	B 175	OU Waldenburg - (2.BA)	4,6	14,4	Preliminary planning in progress since 08.05.2013	Further needs	
Riesa/Dresden	B 175	Ausbau westlich Glauchau	4,5	49,6	Plan-approval decision issued on 12.03.2009	Urgent need	



PORT	STREET	ROAD PROJECT	LENGTH (KM)	COSTS IN MIO. EUR	PLANNING STATUS, REFER TO THE TIME OF REGISTRATION	URGENCY CLASSIFICATION	TRAFFIC LOAD (TRAFFIC FORECAST 2025)
Riesa/Dresden	B 175	OU Rochlitz	4,3	36,1	Without planning	Further needs	
Riesa/Dresden	B 95	OU Burkardtsdorf	2,7	26,0	Preliminary draft in progress since 30.06.2009	Further needs with planning law	
Riesa/Dresden	B 95	OU Thum/Ehrenfriedersdorf	8,0	34,3	Line determination in preparation since 22.08.2011	Further needs with planning law	
Riesa/Dresden	B 95	OU Wiesa/Schönfeld	2,7	17,5	Without planning	Urgent need	
Riesa/Dresden	B 174	OU Großolbersdorf/Hohndorf	4,2	42,6	Preliminary planning in progress since 14.12.2012	Urgent need	
Riesa/Dresden	B 174	OU Reitzenhain	1,8	6,7	Preliminary planning in progress since 01.03.2008	Urgent need	
Riesa/Dresden	B 101	OU Scheibenberg	3,3	24,7	Without planning	Further needs	
Riesa/Dresden	B 101	OU Schlettau - und OU Annaberg-Buchholz	5,8	34,8	Without planning	Further needs with planning law	
Riesa/Dresden	B 101	Verlegung Wolkenstein	2,0	25,9	Without planning	Further needs with planning law	
Riesa/Dresden	B 101	OU Wolkenstein/Gehringwalde	2,3	12,6	Without planning	Further needs with planning law	
Riesa/Dresden	B 180	Verlegung bei Thalheim	2,6	11,9	Preliminary draft in progress since 01.07.2010	Further needs with planning law	
Riesa/Dresden	B 180	OU Oberlungwitz	0,3	3,3	Without planning	Urgent need	



3.2. Saxony - State roads

PORT	STREET	ROAD PROJECT	LENGTH (KM)	COSTS IN MIO. EUR	STATE OF PLANNING
Dresden	S177	OU Seifersdorf	4,2	11,5	Without planning
Dresden	S177	Radeberg - A4	5,3	Ca. 50	Under construction since 2017
Dresden	S177	Relocation south Großerkmansdorf	3,2	22,4	Application for the planning approval procedure; construction: depending on the building law
Dresden	S177	OU Wünschendorf/Eschdorf	5,6	49,3	In planning approval procedure since 2011, construction: depending on building law
Dresden	S95	OU Pulsnitz	4,6	15,7	Without planning
Dresden	S100	Reloaction north-west Kamenz	2,3	8,7	Preliminary planning
Dresden	S106	South bypass Bautzen, 2. BA	5,9	19,9	Preliminary draft approved
Dresden	S111a	South West bypass Görlitz, 1.BA (B6 - B111)	4,3	18,6	Planning approval procedure - discussion
Dresden	S111a	South West bypass , 1. + 2.BA (OU Kunnerwitz)	6,3	28,1	Planning approval procedure applied for
Dresden	S92	Relocation by Bernsdorf	6,0	16,7	Preliminary planning
Dresden	S84	New construction Niederwartha - Meißen, 2. BA Teil 2.2	2,1	20,4	Preliminary draft approved
Dresden	S84	New construction Niederwartha - Meißen, 4. BA	1,2	8,7	Preliminary planning
Riesa/Dresden	S192	OU Grumbach	2,9	8,7	Without planning
Dresden	S84	New construction Niederwartha - Meißen, 3. BA	4,1	20,1	Preliminary draft approved
Riesa/Dresden	S200	OU Mittweida	5,9	25,3	Preliminary planning



PORT	STREET	ROAD PROJECT	LENGTH (KM)	COSTS IN MIO. EUR	STATE OF PLANNING
Dresden	S222	OU Geyer	5,5	45,2	Without planning
Riesa/Dresden	S242	Relocation Wüstenbrand	2,8	11,5	Preliminary planning
Riesa	S288	Relocation near Waldsachsen	1,8	6,0	Building law preliminary/execution planning
Riesa	S88/40	South East bypass Nünchritz			
Riesa	S85/32	South East bypass Lommatzsch			



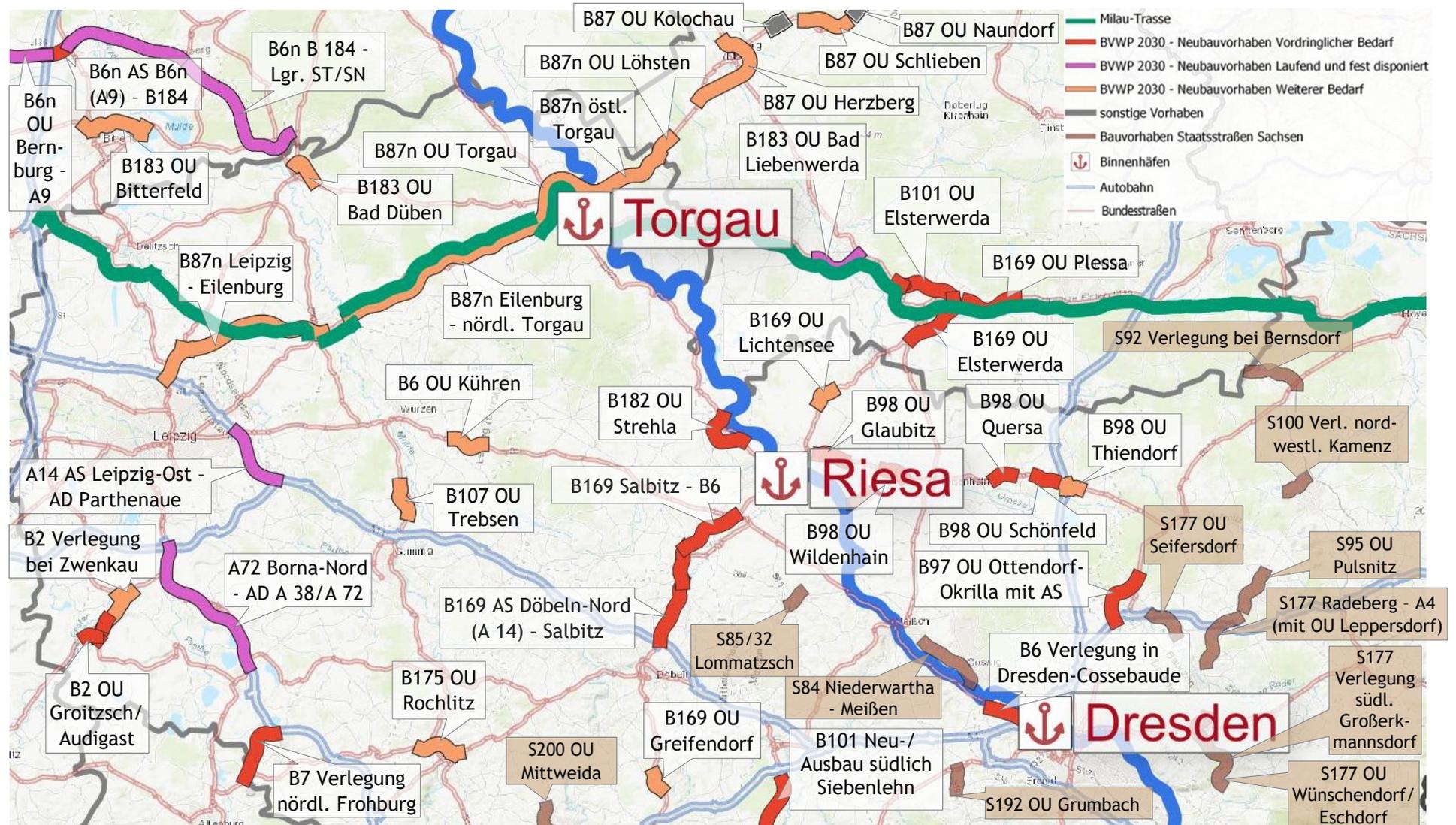
3.3. Evaluated data on the side of the Ustecky region

There are no officially determined routes for oversized road transport in the Czech Republic. Such routes had been not maintained since 1992, when the Czechoslovak Army ceased demanding it. From that time, heavy-duty routes are basically a know-how of transport companies specialized on oversize road transport.

Since routes for heavy-duty and oversize road transport, which existed until 1992 had been negatively affected by safety measures (esp. by construction of roundabouts not designed for oversize road transport) and by lack of appropriate maintenance (e.g. decreasing load capacity of not-well maintained bridges) the oversize road transport became very costly as a result of necessary ad hoc measures for each trip. The transport companies must conduct measures to temporary reinforce bridges with insufficient load capacity and to temporary upgrade crossroads (esp. roundabouts) to allow passing of the oversize vehicles. For that reason, the transport companies specialized on oversize road transport formed an association lobbying for determining of roads for oversized road transport and their proper upgrading and maintenance for the needs of oversized road transport. They succeeded to incorporate their demand to determine and realize official routes for oversized road transport into the state Policy for development of freight transport for the period 2017-2023, however it was not implemented so far.

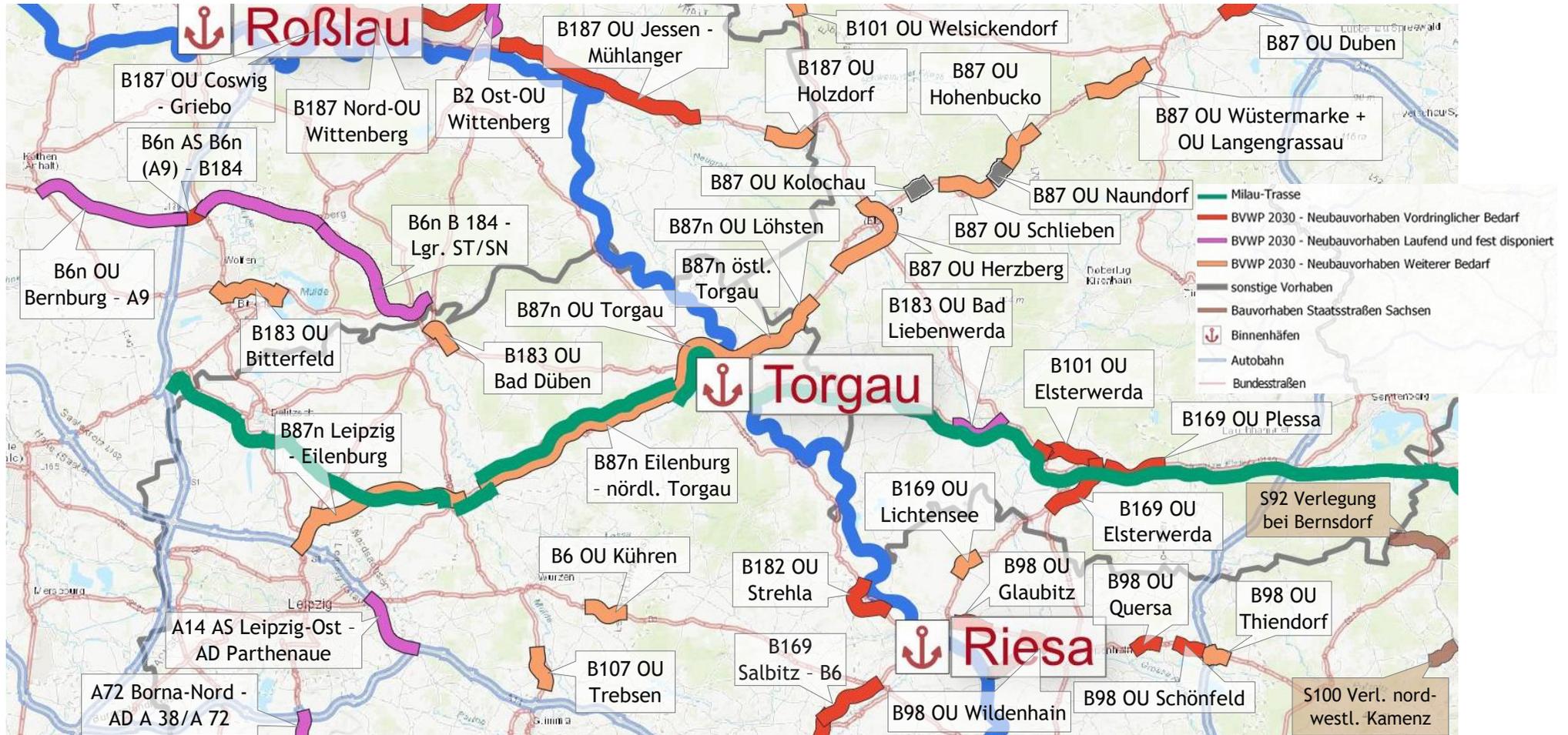


4.1.3. Port of Riesa



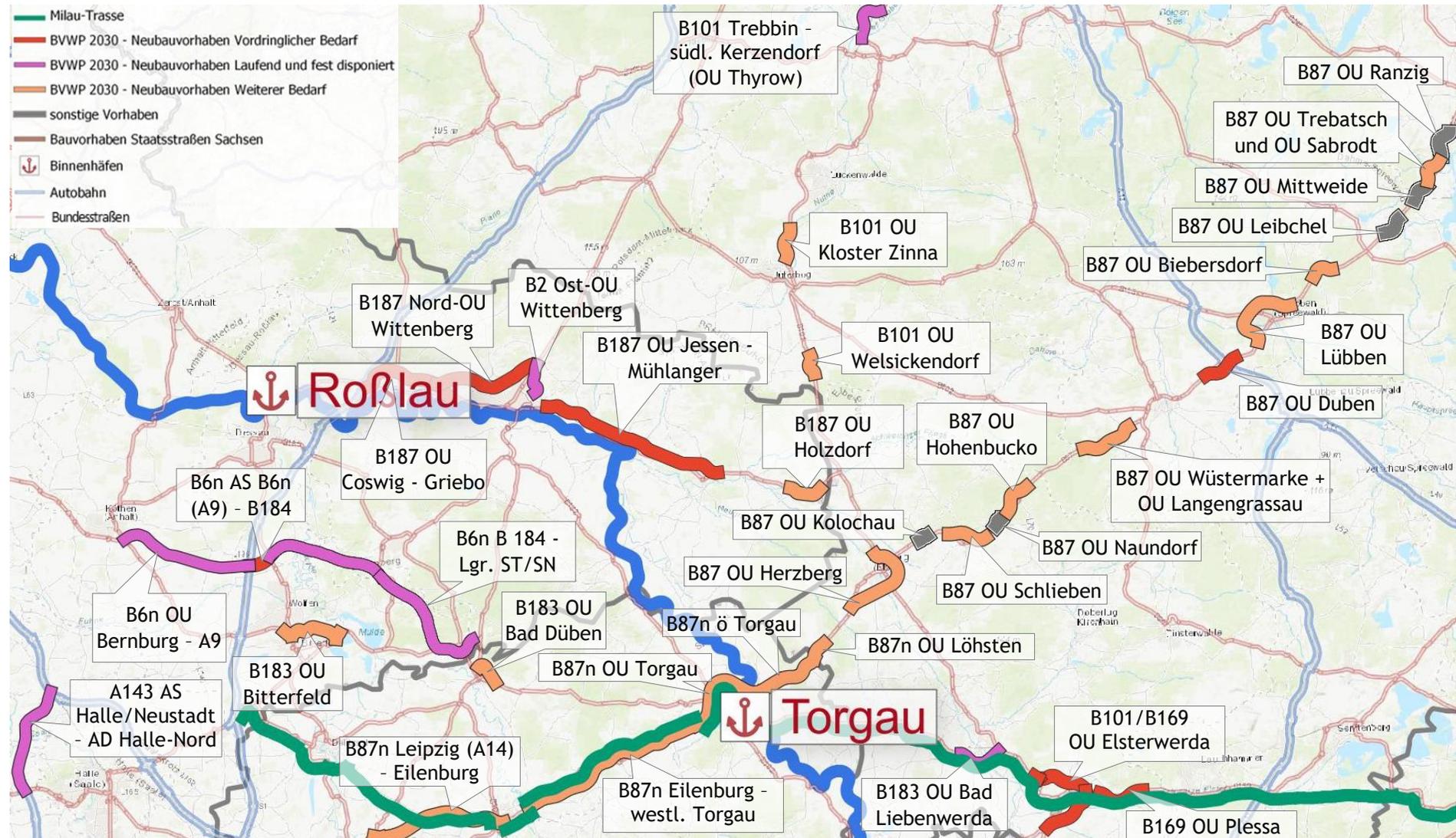


4.1.4. Port of Torgau



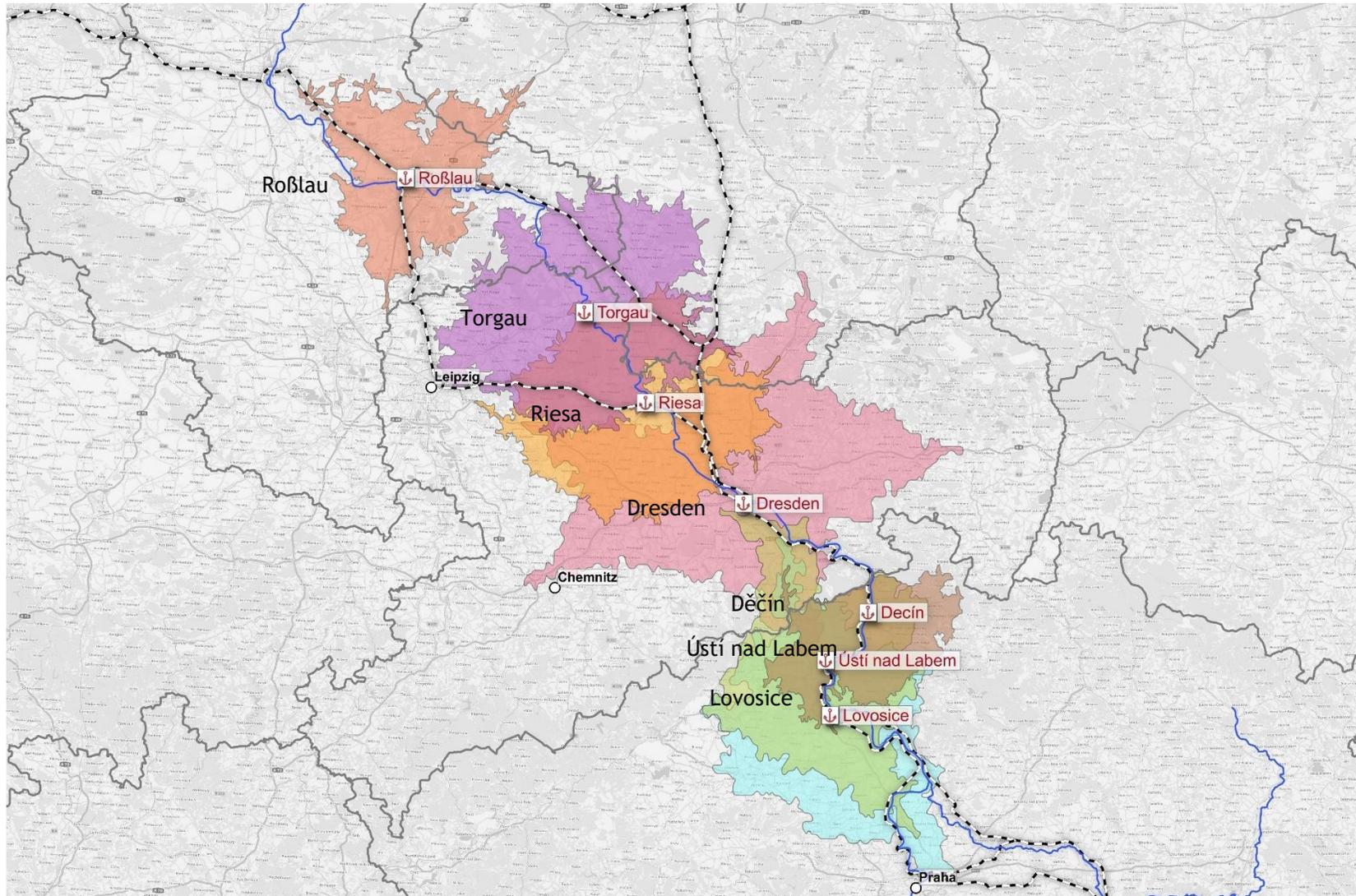


4.1.5. Port of Roßlau



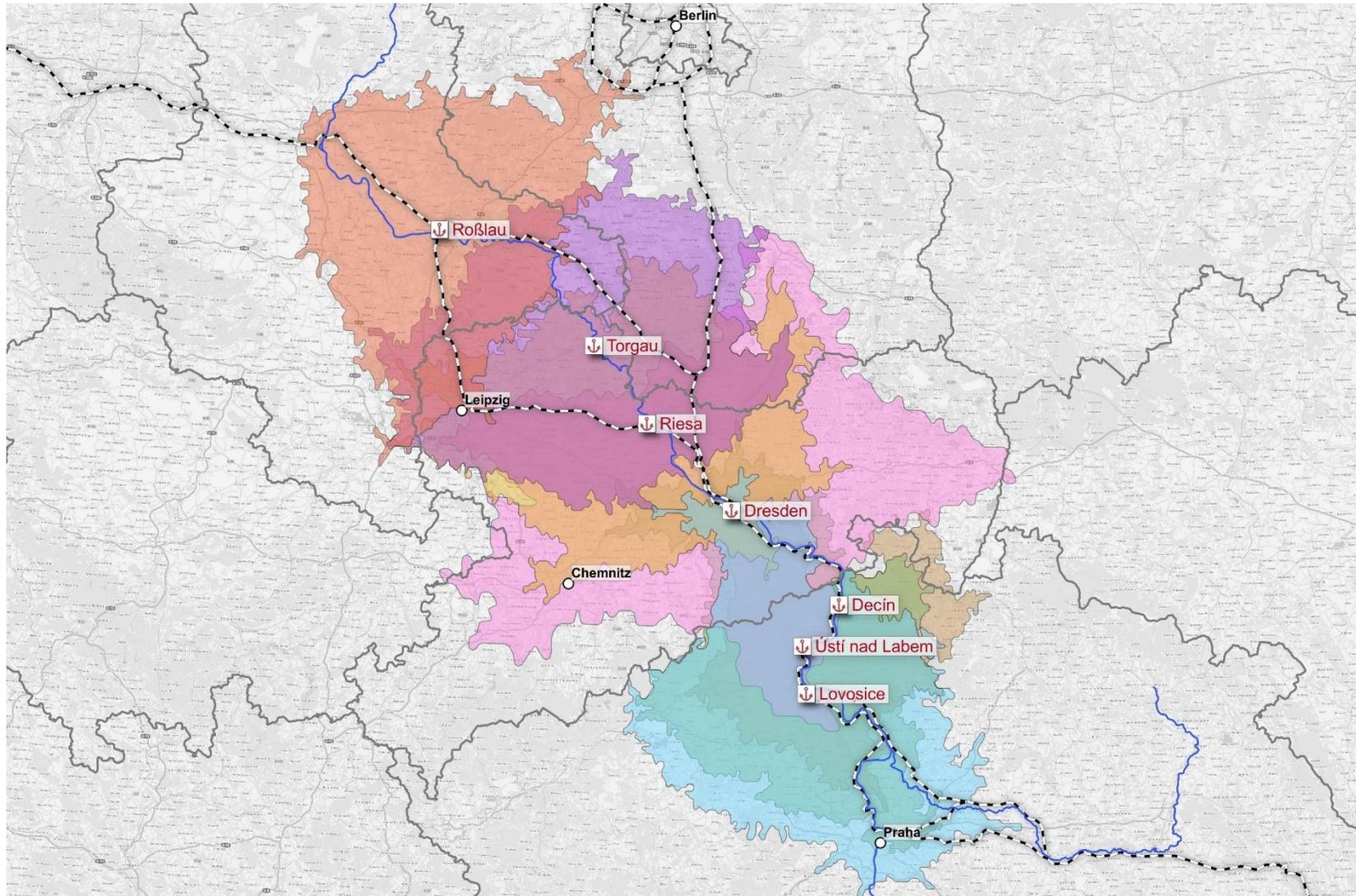


4.2. Mapping of accessibility of Saxon and Czech ports by truck in 60 min



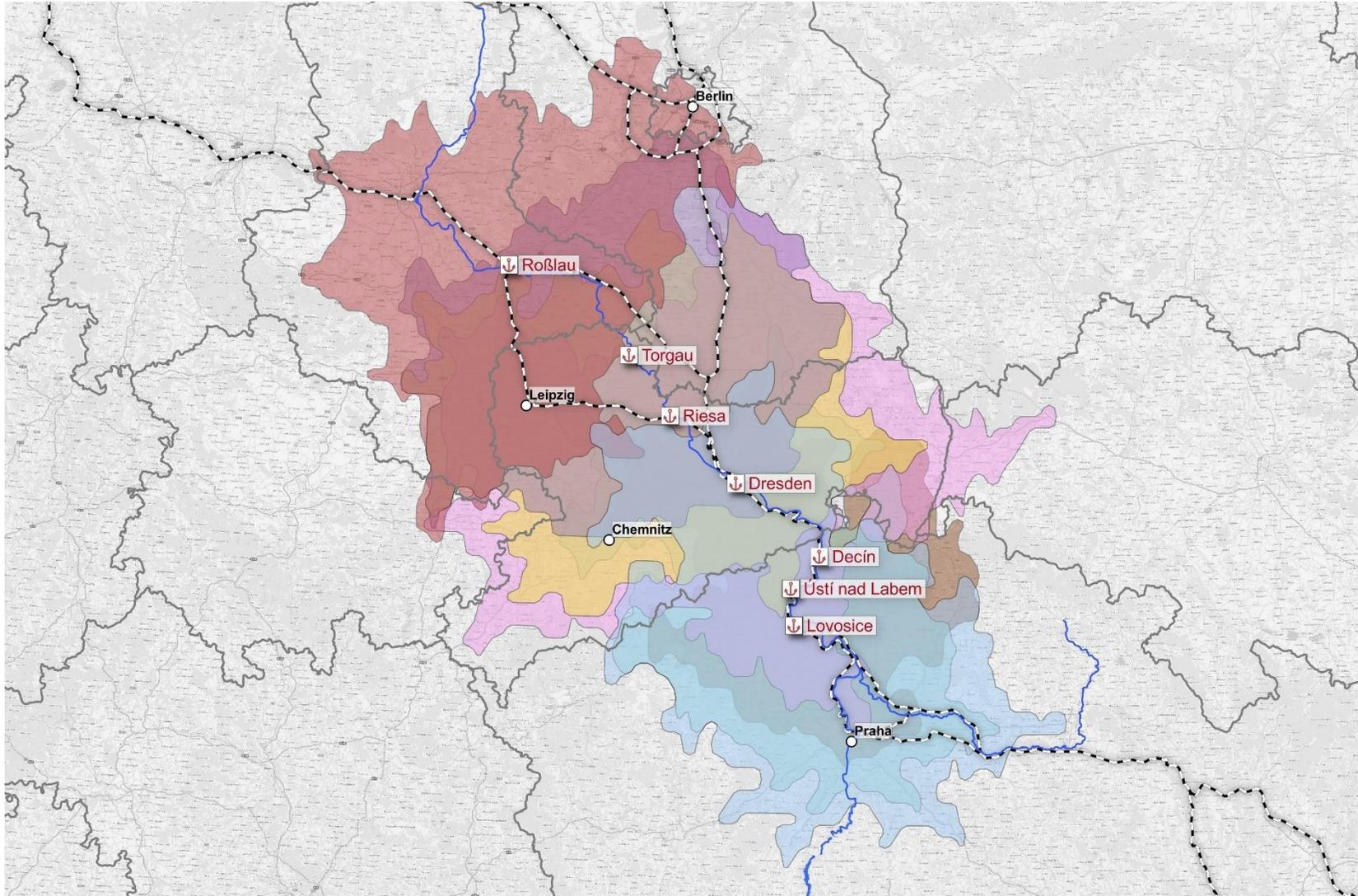


4.3. Mapping of accessibility of Saxon and Czech ports by truck in 90 min



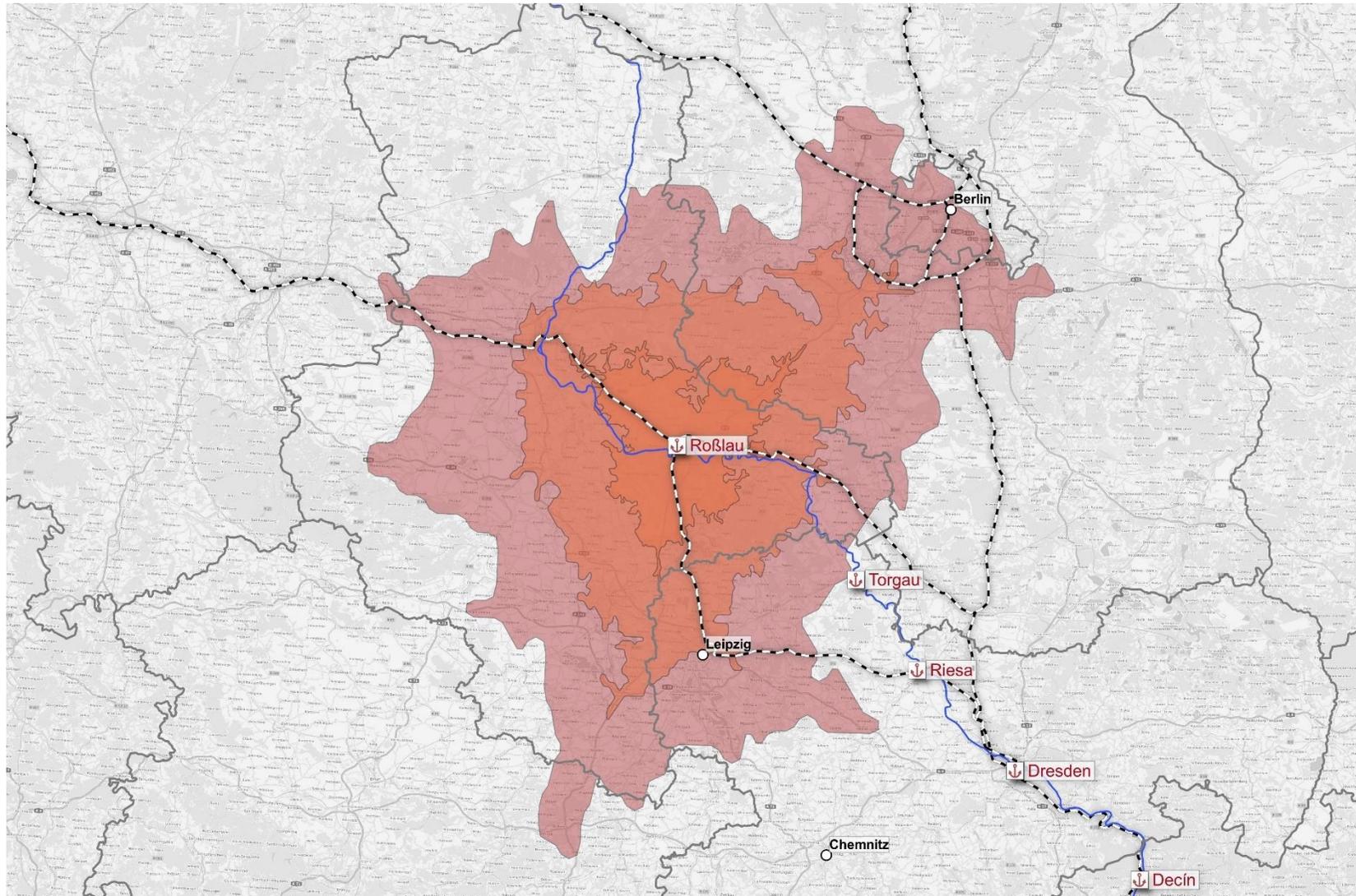


4.4. Mapping of accessibility of Saxon and Czech ports by truck in 120 min



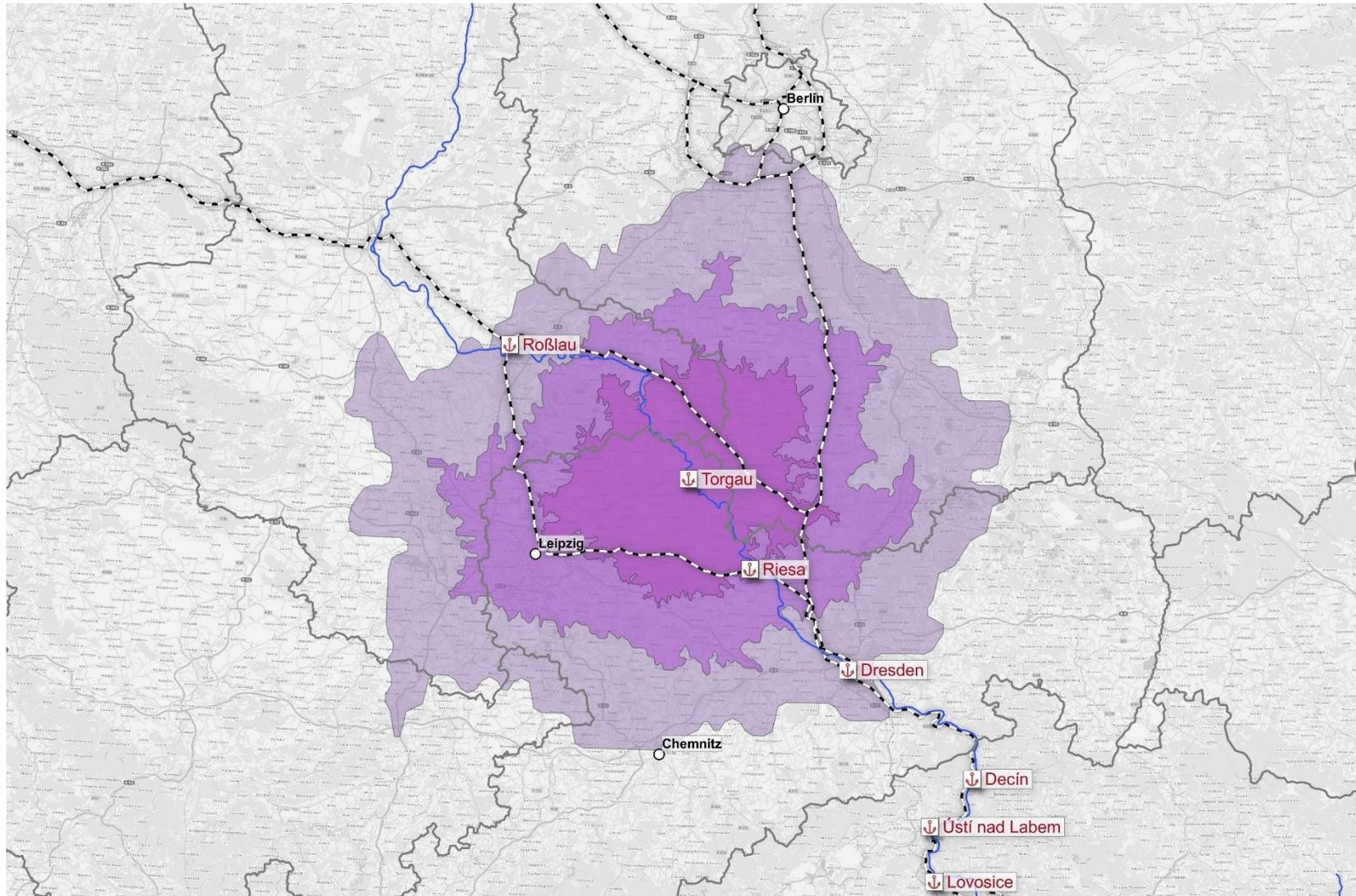


4.5. Mapping of accessibility of the Port of Roßlau by truck in 60 - 90 - 120 min



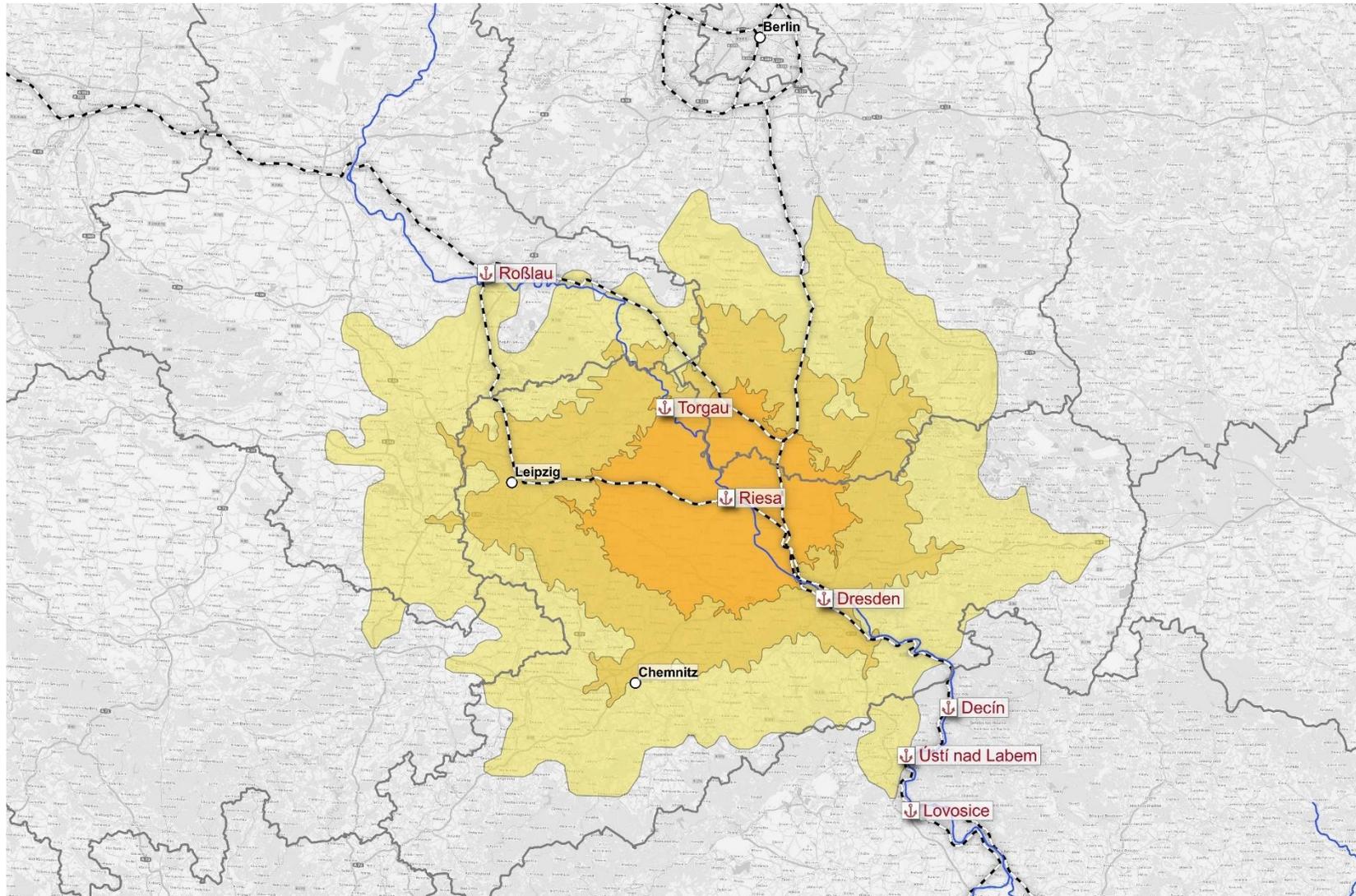


4.6. Mapping of accessibility of the Port of Torgau by truck in 60 - 90 - 120 min



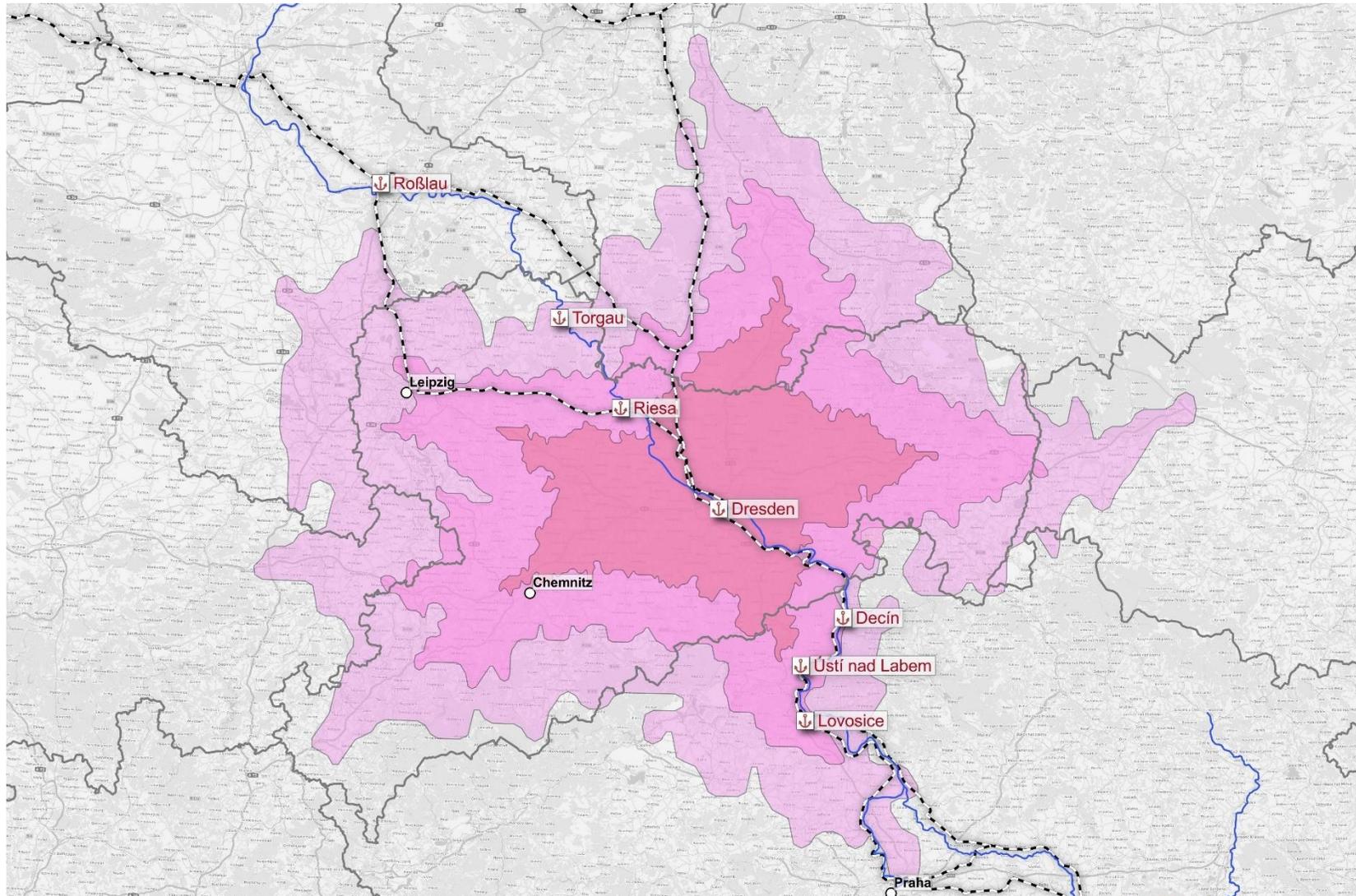


4.7. Mapping of accessibility of the Port of Riesa by truck in 60 - 90 - 120 min



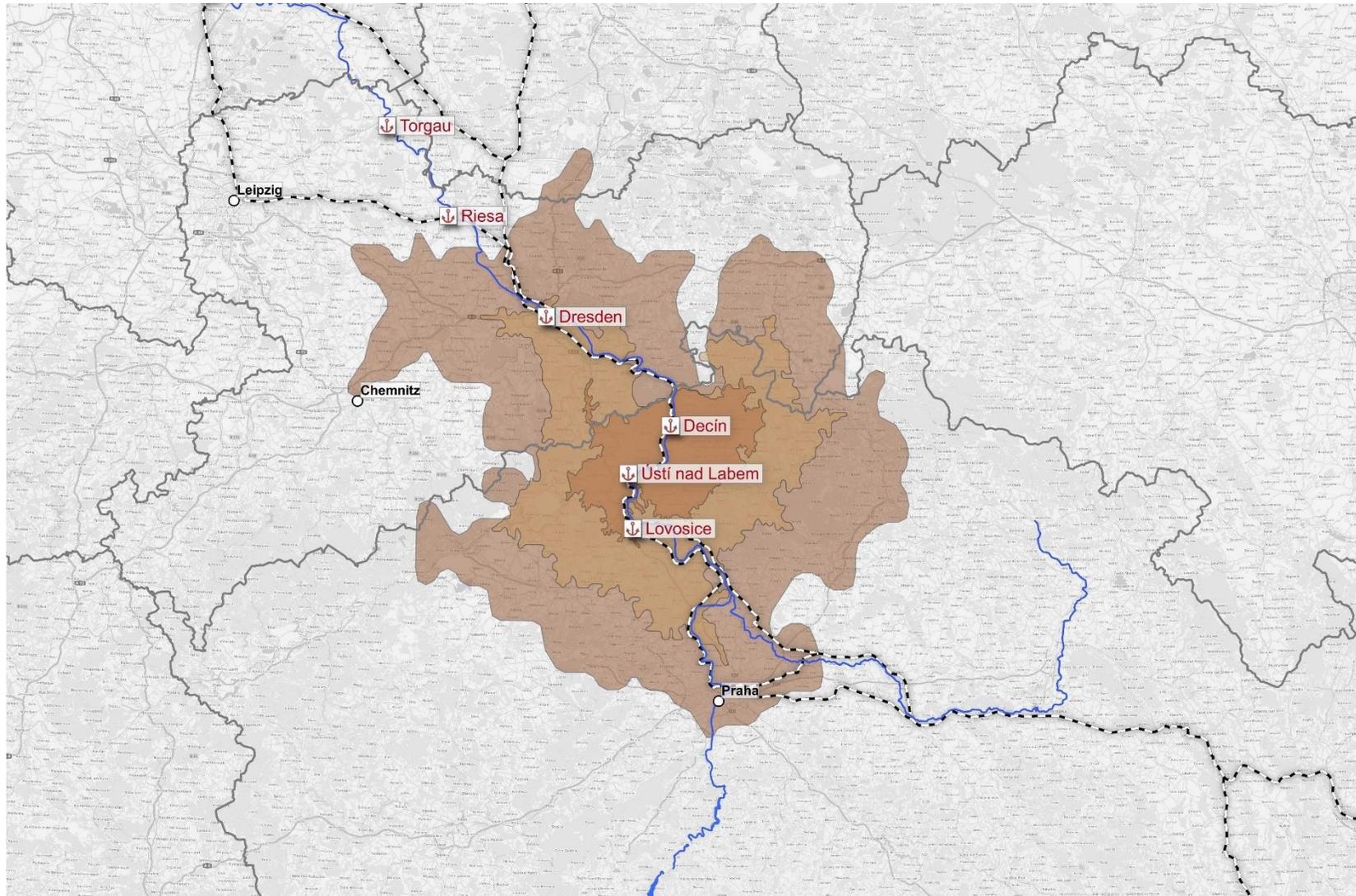


4.8. Mapping of accessibility of the Port of Dresden by truck in 60 - 90 - 120 min



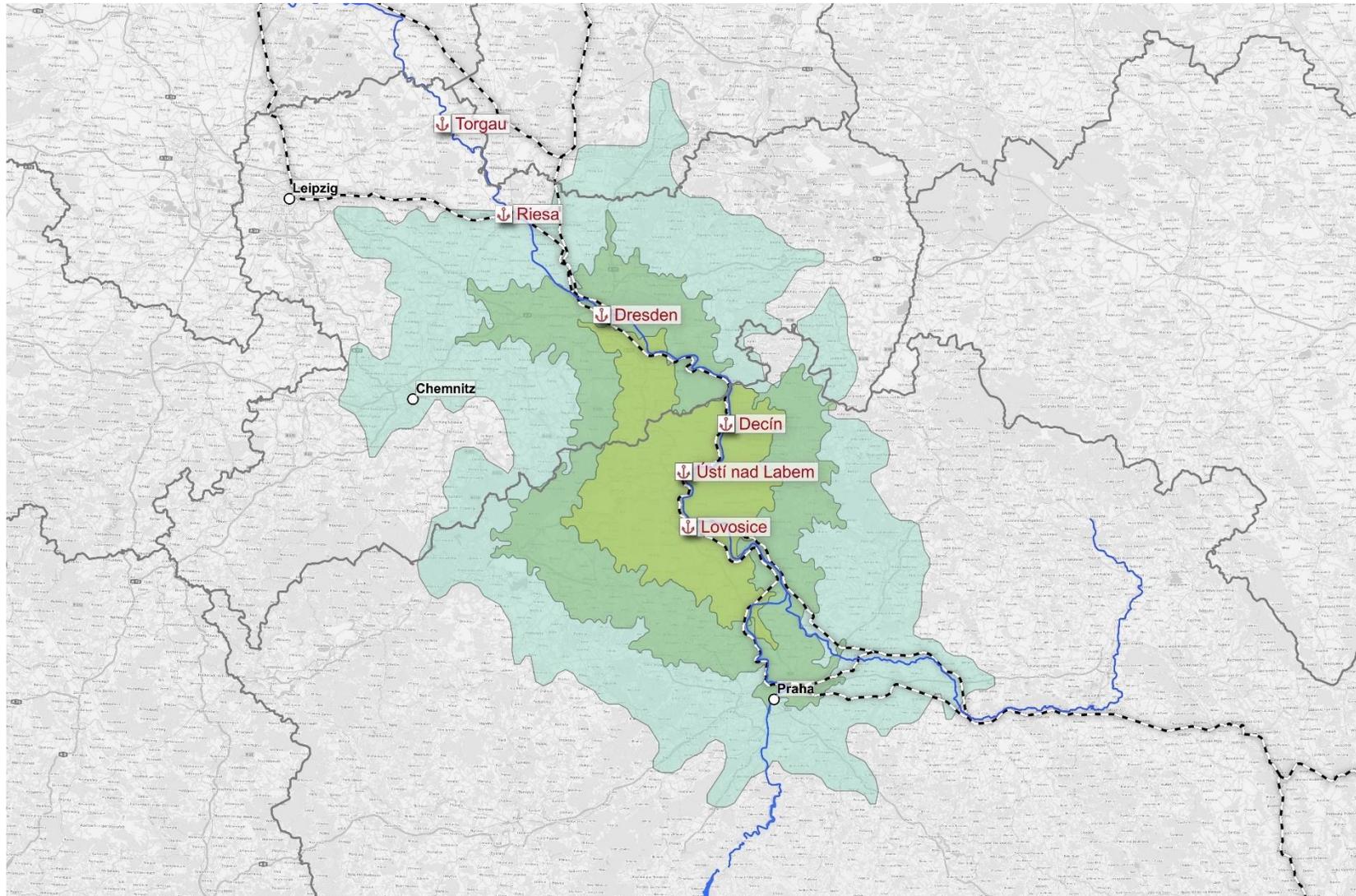


4.9. Mapping of accessibility of the Port of Děčín by truck in 60 - 90 - 120 min



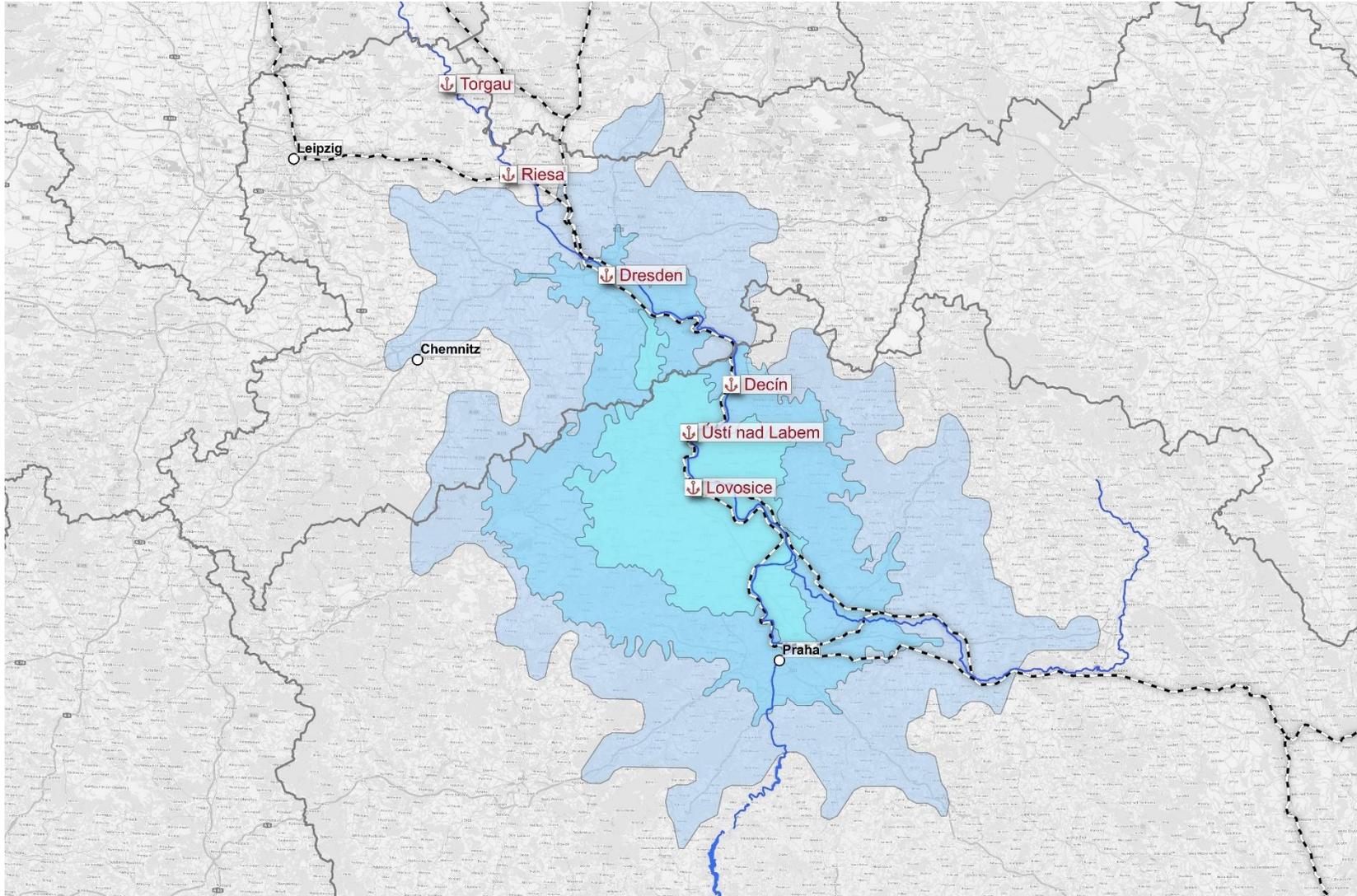


4.10. Mapping of accessibility of the Port of Ústí nad Labem by truck in 60 - 90 - 120 min





4.11. Mapping of accessibility of the Port of Lovosice by truck in 60 - 90 - 120 min



5. Recommendations and Transferability

5.1. Development of the heavy goods corridors

The connection of the Free State of Saxony and the economy in the Saxon-Czech border region to the ports of import and export of goods is characterised by comparatively long transport routes. Therefore, different modes of transport with their specific performance should be used here more frequently, section by section. This fractional transport has become a success story in the handling of whole load carriers (so-called combined transport). This does not apply to bulk goods and general cargo because of the lack of privileges for conventional goods in fractional transport due to the additional costs incurred by handling. The positive development in the Free State of Saxony and in the regions on both sides of the border has contributed to a considerable extent to the expansion and construction of an efficient transport infrastructure. In addition to an efficient road network, inland ports and rail terminals are important access points to inland waterways and rail. Since the majority of companies in the loading industry do not have their own handling facilities for changing modes of transport, inland waterway and rail transport are integrated into intermodal logistics chains via these ports and rail terminals. In competition with continuous road transport, the pre-run and post-run by road as well as the additional handling costs must be compensated for by efficiency gains in the main leg of the journey on waterways or rail. This can be achieved, for example, on transport routes to the German North Sea ports. While there are only marginal differences in handling costs between the logistics hubs on both sides of the border, the conditions in pre-run and post-run by road still show differences between the Saxon and Czech sides: In the Czech Republic, trucks with a permissible gross vehicle weight (GVW) of up to 44 tons can travel in regular traffic - i.e. even without a special permission for combined transport. This applies to articulated lorries with a 3-axle tractor unit and a 2- or 3-axle semi-trailer.

This difference affects, among other things, the port locations belonging to the SBO group of companies. Usually inland waterway transports between the ports Děčín, Lovosice and Dresden, which are close to the border, are scheduled according to the availability of handling and storage capacities but also the available loading capacity in the respective sections of the Elbe. This flexibility is restricted by limiting truck transports from and to the Port of Dresden to a permissible total weight of 40 tons. Especially during periods of low water, inland waterway transports originally planned for Děčín or Lovosice could thus be carried out more easily via Dresden, which generally offers better conditions for loading. Usually, these transports are not container transports, but bulk transports (e.g. scrap metal, fluorspar, agricultural and forestry products). Another logistics hub for bulk goods transports in the Saxon-Czech border region is the Agro-Terminal in Heidenau, which has been in operation since 2012. Here, export grain flows, mainly from the Czech Republic, are bundled into quantities suitable for rail transport and transported in block trains to the seaport of Hamburg. In the opposite direction, feedstuffs are transported to Heidenau and distributed by truck, also mainly in the Czech Republic. The catchment area and thus the ability to transfer long-distance truck transports through Saxony to the railways is also here largely determined by the efficiency of truck transport in the inflow and outflow to the Agro-Terminal.

Since 2019, the Free State of Saxony has been working on a networked strategy to improve Saxony as a logistics location. So far there have been two main requirements for heavy goods traffic.



- Designation of tested heavy load corridors
- Digitalisation of the application procedure for large volume and heavy transportation

The resources of the CORCAP project in WP 2 were used to follow-up this process including further investigations into predefined transport corridors for heavy or oversized goods to the inland ports. The elaborated documentation will form the basis for further discussions and exchange of information within the road infrastructure community (ministry, road authority, ports, transport operators).

Furthermore, the extension of the 44 Tonne exception from combined transport only to all transport chains involving rail and inland waterway (e.g. bulk in ships, pallets in waggons) is under political discussion in Germany, e.g. as part of the Masterplan Inland Shipping. With the results of WP 2 in the CORCAP project, Saxony provides good conditions for a pilot to test the effects of such a measure. Also this approach will be followed up in the remaining project runtime and beyond.



Designation of tested heavy load corridors

Digitalisation of the application procedure for large volume and heavy transportation

Need for action

In order to maintain their competitive position in the national and international market environment, the Saxon companies in the mechanical and plant engineering sector are dependent on efficient traffic routes for large and heavy loads. The designation of heavy load corridors in the inflow and outflow of industrial hubs of the Saxon economy is therefore to be regarded as an essential instrument for ensuring their competitiveness. For heavy load corridors, parameters should be defined for the structure gauge as well as for the load-bearing capacity of bridges, which are to be permanently ensured for the route. In the case of expansion and reconstruction projects, the needs of large-capacity and heavy goods traffic on these routes should be taken into account as far as possible.

The technical possibilities which the Internet-based eGovernment application "Procedure Management for Large Volume and Heavy Transportation" for all German states is intended to offer for simplifying and accelerating the approval procedure are not yet fully available. This includes in particular a source-destination routing function for applicants, which simplifies route checking and application. This is to be made possible with the so-called "Integration Network Road" as an interactive map, the introduction of which is planned for 2020. In addition to the simplification of the application process, e.g. through the early exclusion of impossible routes, the workload of the licensing and approval authorities is also expected to be reduced. On both sides (applicants and authorities), this relief effect should, among other things, lead to a more intensive examination of the integration of rail and inland waterway transport in carrying out so-called extreme transports, which particularly disturb the flow of traffic. This examination of rail loading is mandatory if vehicles including cargo are 4.20 m wide or 4.80 m high. If the widths or heights are the same and the total weight exceeds 72 t, the feasibility of loading on waterways must be checked. If this test is negative, the impracticability or unreasonableness must be justified in detail.



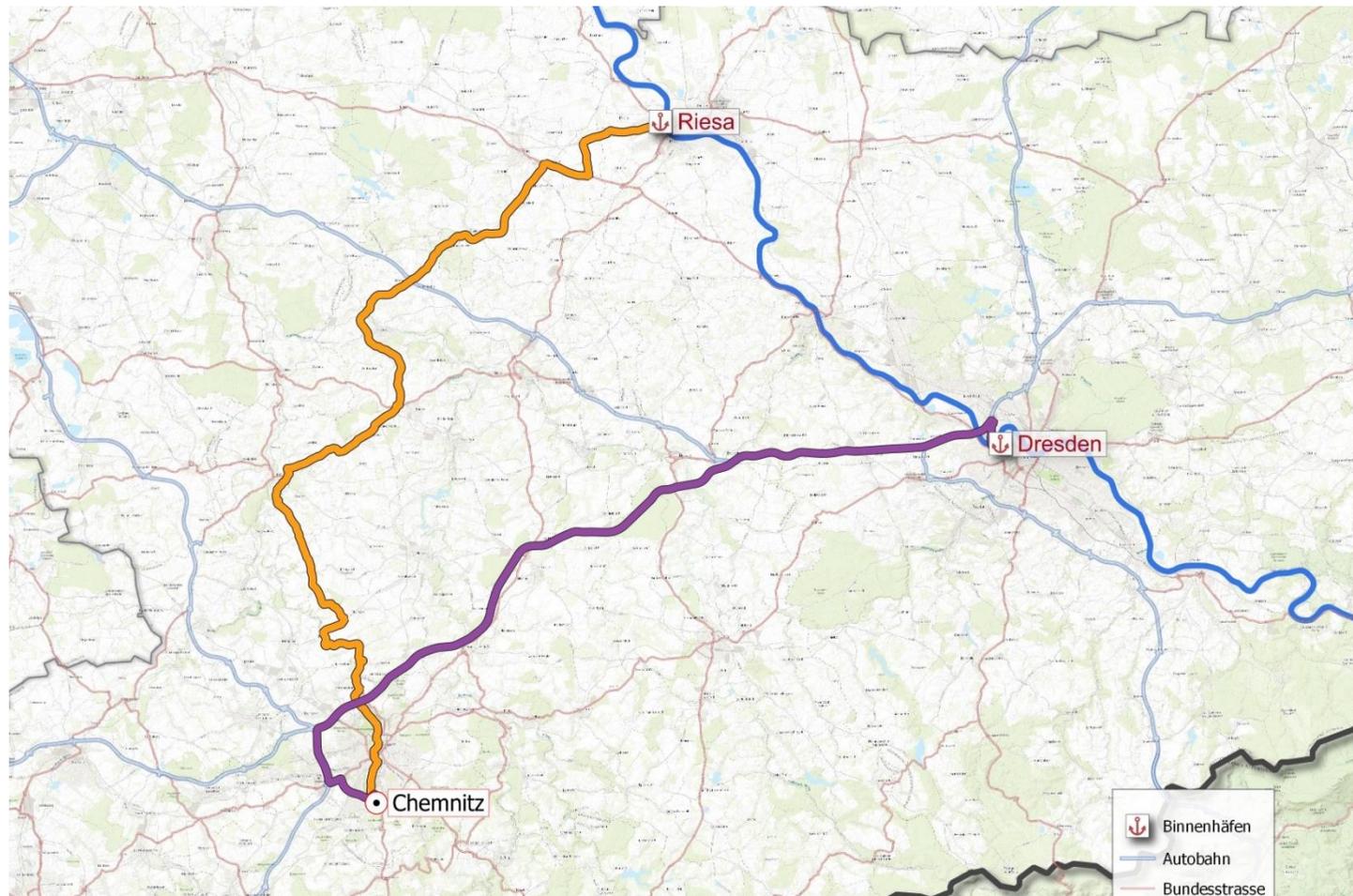
	Designation of tested heavy load corridors	Digitalisation of the application procedure for large volume and heavy transportation
Recommended action	<p>The proposals for heavy goods corridors identified in the company survey should be examined for their feasibility. For these traffic relations, maximum possible transport parameters should be defined for regularly occurring large-capacity and heavy goods traffic, which can reduce the time and costs required for route assessment. In the case of planned construction measures on these priority routes, greater care should be taken in future to ensure that new roundabouts or those to be redesigned can be passed by these transports and that light signal systems and traffic signs projecting into the structure gauge of the transports can be pivoted or dismantled. When planning construction sites on heavy-duty corridors, adequate alternative routes should be defined. The designation of heavy-duty corridors between industrial hubs and the nearest inland port and/or rail loading point facilitates the integration of inland waterway and rail in such transport chains.</p> <p>Ultimately, the regional planning associations must take up this issue and plan appropriate routes from the upper and middle centers to the ports of Dresden and Roßlau.</p>	<p>The basic impulse should come from the forwarders as consignors or recipients of large and heavy goods. They should include transport alternatives to continuous road transport in their process planning at an early stage and also orientate the transport companies specifically towards this aim, e.g. in order to make better use of ship capacities. An example of this is the collective transport of transformers from a Dresden-based manufacturer via the nearby Alberthafen. On the application and approval side it should be checked how information on handling points can be more easily integrated into the application process. One step in this direction could, for example, be to store the heavy goods corridors to the Saxon inland ports in the VEMAGS Interactive Map. On the side of the providers of rail and ship transport, it should be examined how offers can be made more quickly in order to actively support the applicants of large and heavy loads in the examination of transport alternatives.</p>



5.2. Oversized and heavy duty routes

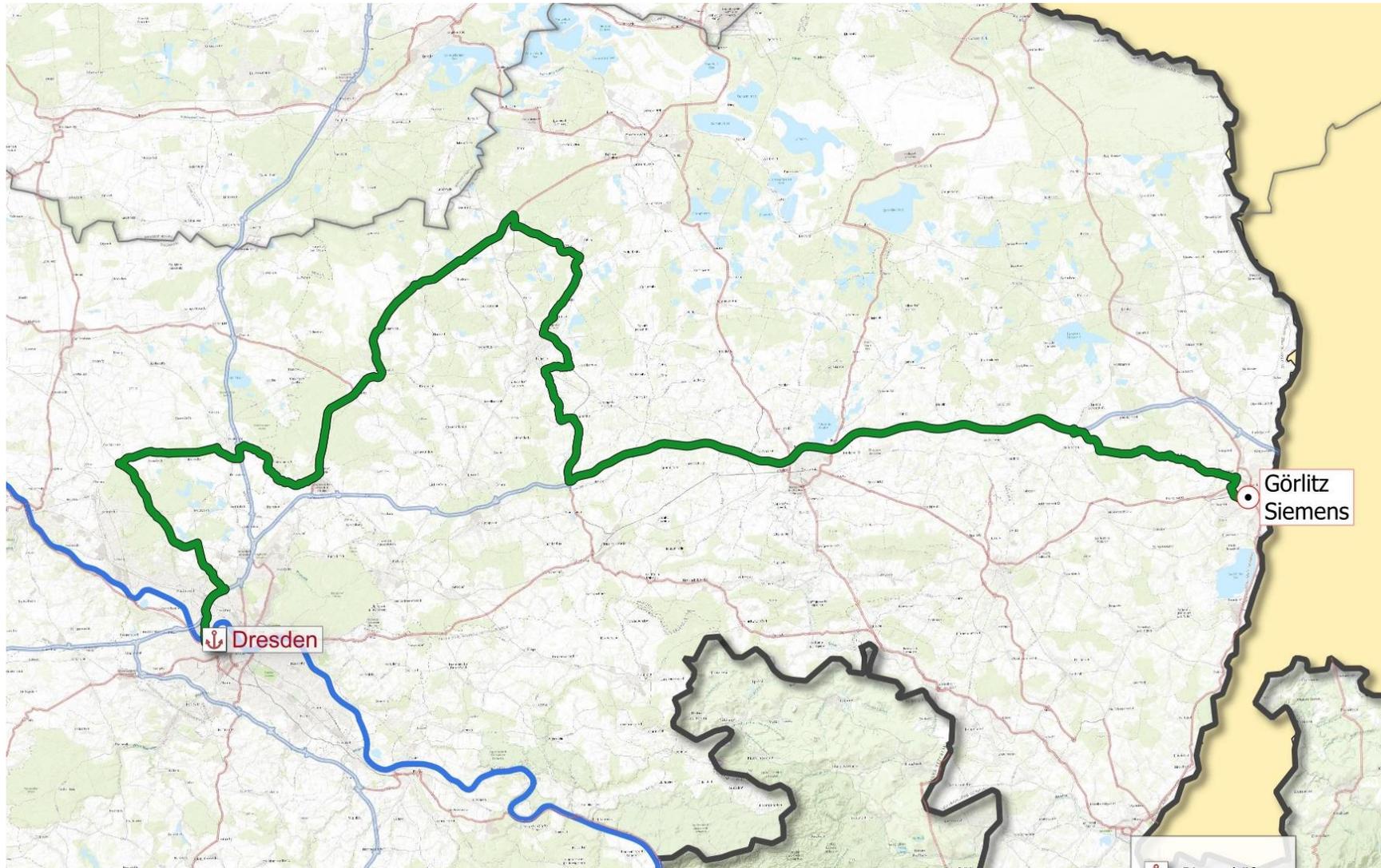
5.2.1. Approved routes to the Saxon ports

Client-based routes to the Saxon ports from Chemnitz (Schulstr.):





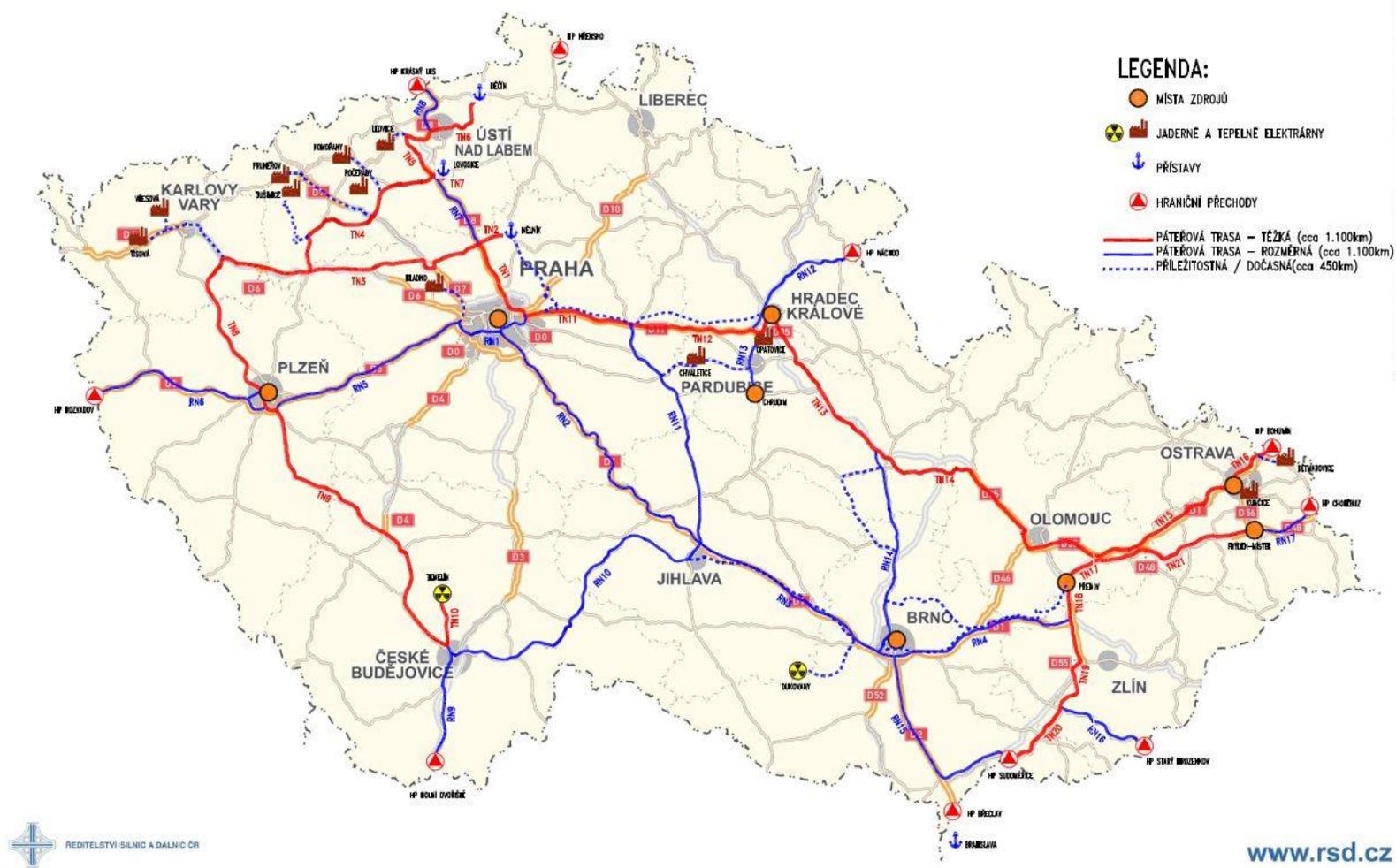
Client-based routes to the Saxon port of Dresden from Siemens Görlitz:





5.2.2. Possible routes for oversize and heavy duty to the Ústecký ports

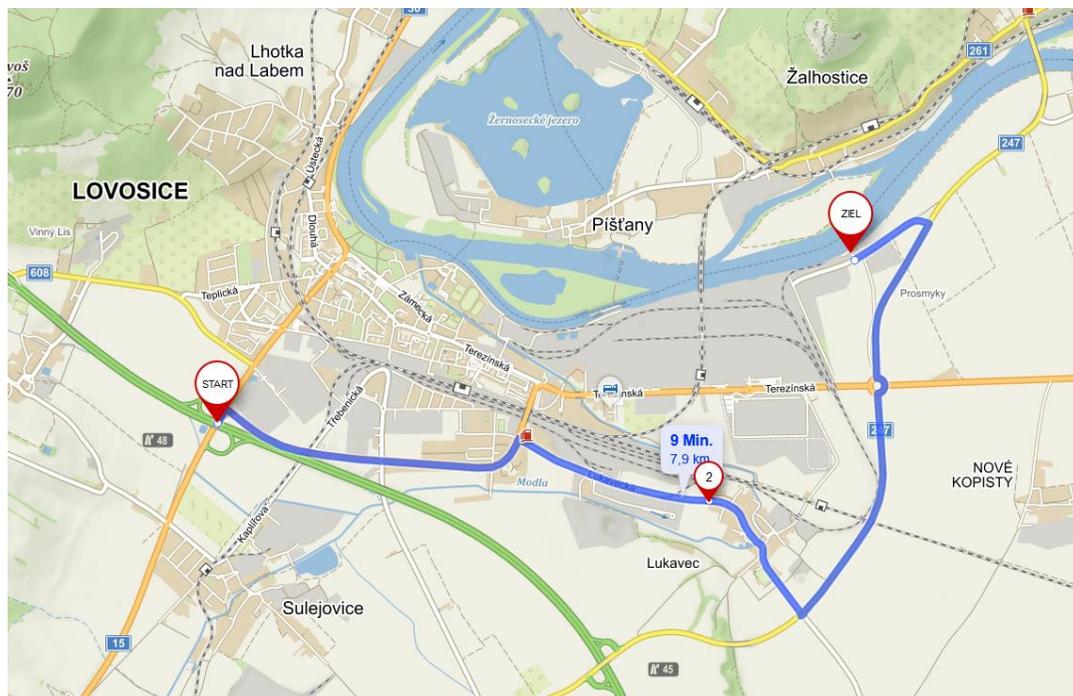
Příloha 2. Mapa páteřových tras



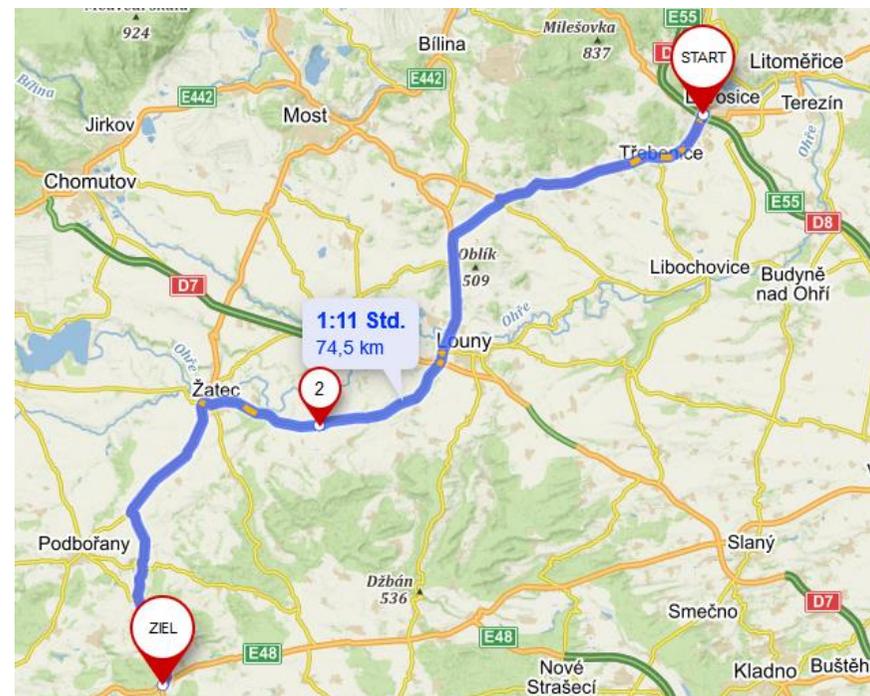
Map of routes for oversize and heavy traffic (red = for oversize and heavy; blue = for oversize; blue broken line = occasional routes)



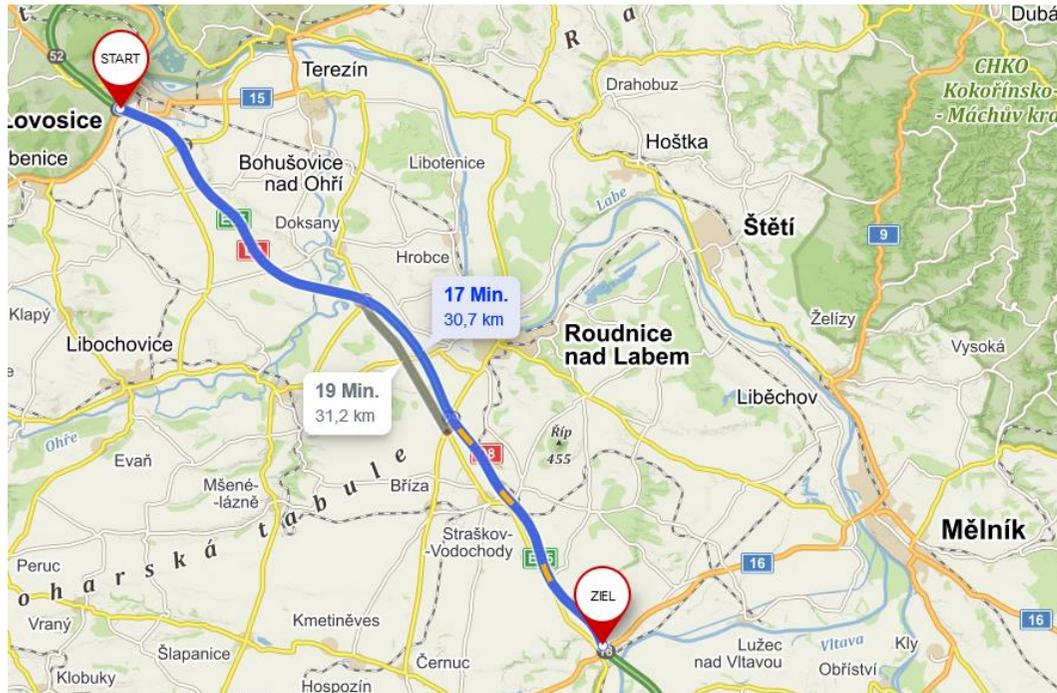
Heavy duty routes to the Port of Lovosice



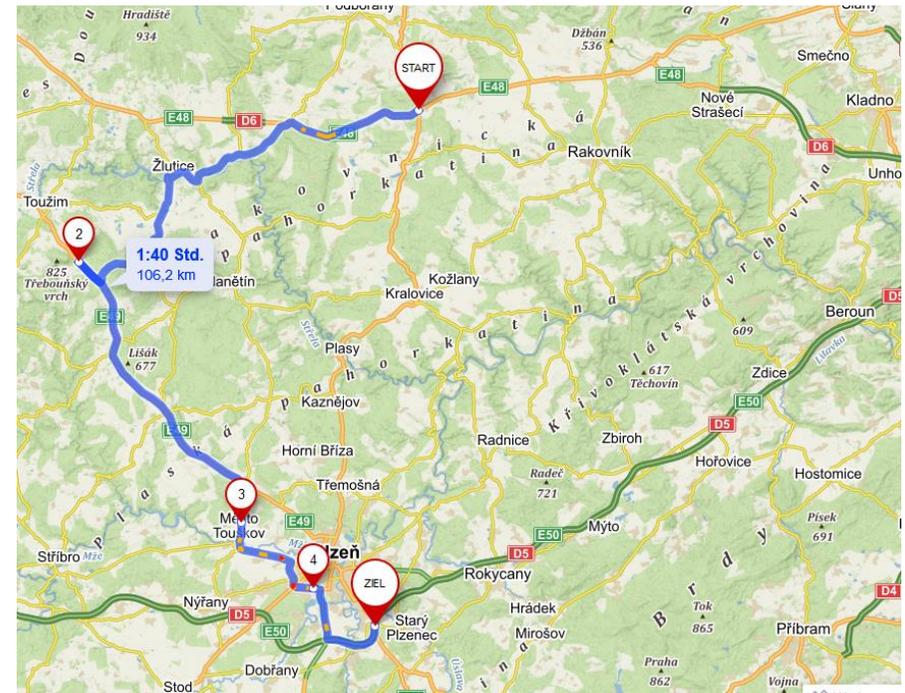
Route for oversize and heavy road transport TN7: D8, Exit 48 - I/15 - Lovosice - III/24712 - Lukavec - II/247 - Lovosice (port)



Route for oversize and heavy road transport TN4: I/6 - I/27 - Žatec - II/225 - I/28 - II/249 - Libčeves - I/15 - D8, Exit 48



Route for oversized road transport RN7: D8, Exit 18 - Exit 48



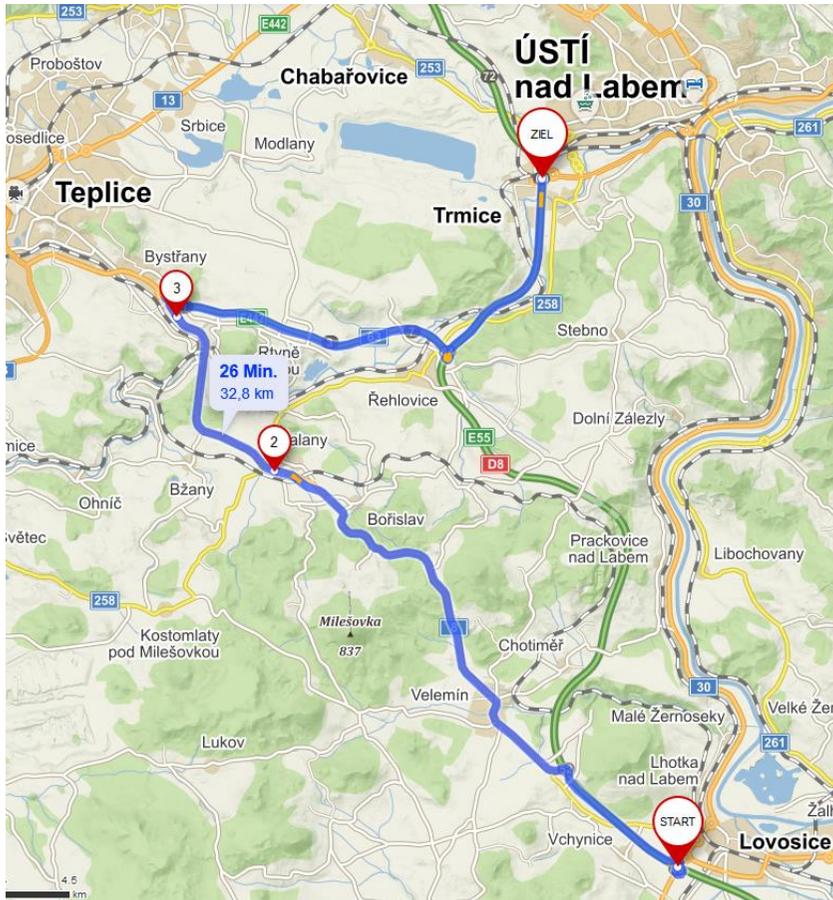
Route for oversized and heavy road transport TN8: D5, Exit 76 - Exit 80 - I/27 - Plzeň, Folmavská - Domažlická (I/26) - Vejprnická - Křimická (II/605) - I/180 - I/20 - Toužim - II/198 - Bochoř - I/6 - D6

There are further occasional sections to reach the Port of Lovosice:

- I/27 - II/226 - Podbořany - II/224 - Kadaň
- I/28 - I/7 - Postoloprty - I/7 - D7, Exit 60 - Exit 82 - I/13 - Prunéřov
- I/28 - Skršín - I/15 - I/27 - I/13 - Most - I/13 - Komořany



Heavy duty routes to the Port of Ústí nad Labem



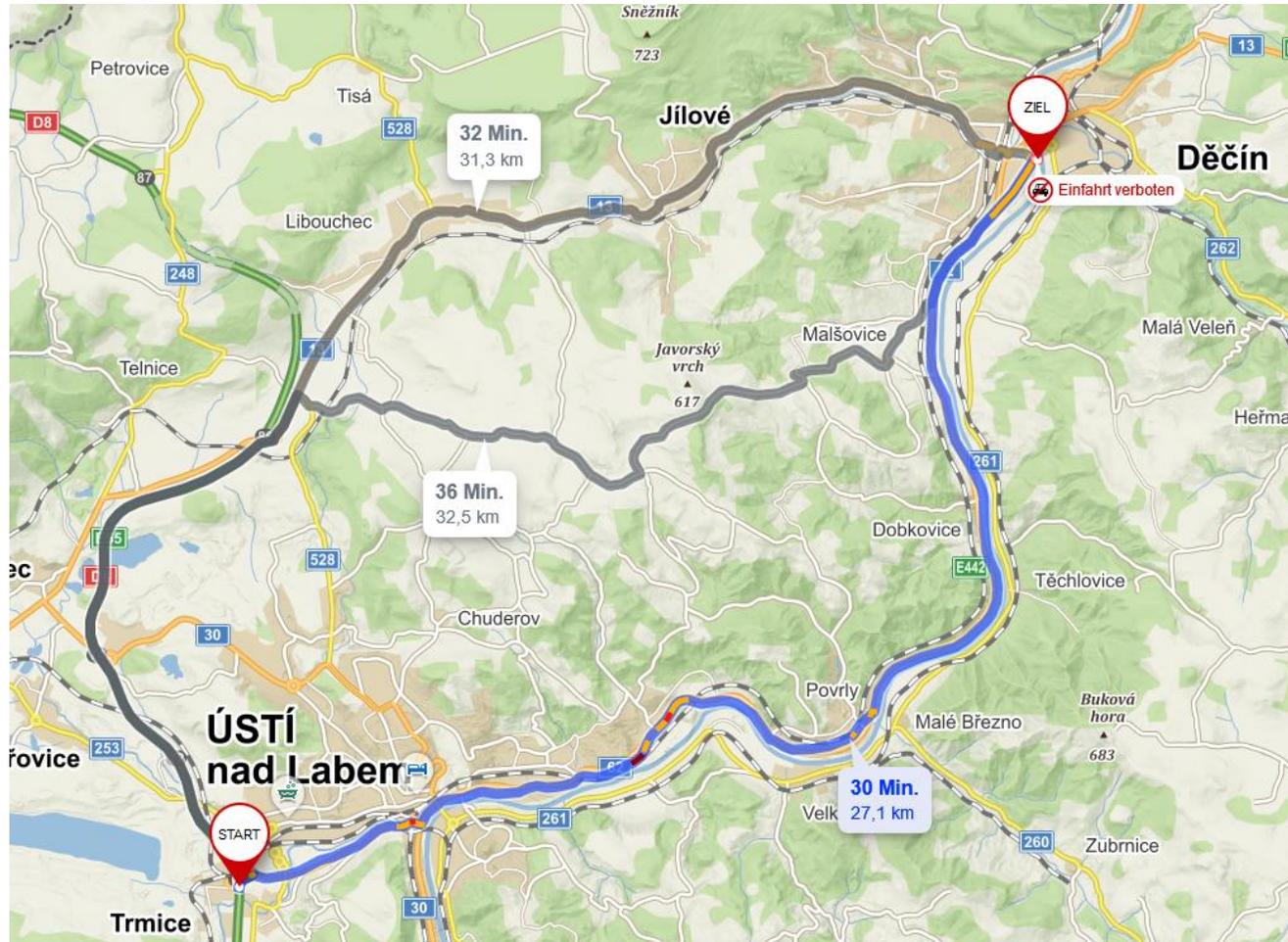
Route for oversize and heavy road transport TN5: D8, Exit 48 - Exit 58 - I/8 - I/63 - D8, Exit 65 - Exit 69

There are further occasional sections to reach the Port of Usti nad Labem:

- I/8 - I/13 - Ledvice
- RN8: D8, Exit 69 - D8, HP Krásný Les



Heavy duty routes to the Port of Děčín



Route for oversize and heavy road transport: D8, Exit 48 - Exit 58 - I/8 - I/63 - D8, Exit 65 - Exit 69D8, Exit 69 - II/613 - Ústí nad Labem - I/30 - I/62 - Děčín (port)



5.3. Integration of accessibility into the planning objectives of the regional plans

In the opinion of the project partners it is urgently necessary that different aspects of the accessibility to the Orient-East-Med Corridor have to be asserted to the planning authorities and planning associations. This basically concerns the accessibility of the corridor on all transport routes, especially if the actual railroad corridor does not affect the own planning area. It is precisely there that the access to the higher-level network must be sustainably planned for the economy. This is particularly true for the connection to the Trans-European Corridor Network with its railroads and waterways. A safe and environmentally friendly transport of oversized and overweight goods from all regions must be guaranteed.

In general, the Orient East Med Corridor should be included in all regional plans of the project partner regions. The public access points, especially the public multimodal access points, should be mentioned. Besides the mention, it should be described how the public access points can be reached. If no public access points are available, the accesses to the next possible TEN-T node must be described. Only by including them in the spatial development plans can future areas be reserved in order to ensure environmentally friendly transport of goods in the Trans-European regions in the future.

To achieve this basic demand, the planning associations and the planning regions are contacted directly within the framework of the CORCAP project. At the same time, these demands are incorporated into the Corridor Capitalisation Plan developed in the project. Thus, this finding is extended to the other areas of the Orient-East-Med Corridor and develops a transnational benefit.

In order to maintain their competitive position in the national and international market environment, the companies from Saxony and the Usti region and in the mechanical and plant engineering sector are dependent on efficient traffic routes for large and heavy loads. The designation of heavy load corridors in the inflow and outflow of industrial hubs of the Saxon economy is therefore to be regarded as an essential instrument for ensuring their competitiveness. For heavy load corridors, parameters should be defined for the structure gauge as well as for the load-bearing capacity of bridges, which are to be permanently ensured for the route. In the case of expansion and reconstruction projects, the needs of large-capacity and heavy goods traffic on these routes should be taken into account as far as possible. The ports in the pilot region and their customers have proposed a number of solutions for the transport routes. For these traffic relations, maximum possible transport parameters should be defined for regularly occurring large-capacity and heavy goods traffic, which can reduce the time and costs required for route assessment. In the case of planned construction measures on these priority routes, greater care should be taken in future to ensure that new roundabouts or those to be redesigned can be passed by these transports and that light signal systems and traffic signs projecting into the structure gauge of the transports can be pivoted or dismantled. When planning construction sites on heavy-duty corridors, adequate alternative routes should be defined. The designation of heavy-duty corridors between industrial hubs and the nearest inland port and/or rail loading point facilitates the integration of inland waterway and rail in such transport chains.