

STRATEGY-BUILDING TOOL

Tool for strategy building
in OEM corridor regions

D.T3.1.1

Version 1.2
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Saxon State Ministry for Regional Development





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1. INTRODUCTION

The tool for strategy building in OEM corridor regions (strategy-building tool) supports and guides the elaboration of the following outputs:

- Corridor Capitalisation Plans (O.T3.2)
- Transnational corridor capitalisation strategy exploiting potentials of the OEM corridor for freight transport and regional development (O.T3.3)

The Corridor Capitalisation Plans will demonstrate how an intensively used corridor affects regional development and logistics, and which contributions made on regional level will strengthen the corridor and its functionality. As informal instrument they address existing planning levels and instruments in the field of transport and logistics, regional development and spatial planning on local, regional, national and transnational (partly macro-regional) level, thus contributing to multi-level governance.

Corridor Capitalisation Plans are an innovative instrument with potential relevance for all TEN-T corridors. Currently, the existing practice of corridor development is mainly focused on infrastructure standards and technical surroundings of the infrastructure system, following the principles of sectoral planning. The approach followed by the project goes beyond this practice, as it aims at the elaboration of consolidated strategies oriented to the interaction of regional development and transport infrastructure development, considering as well operational requirements of multimodal logistics locations and transport services.

Applying the tool, the responsible partners will prepare an inception report for each Corridor Capitalisation Plan. Each inception report will address the following issues:

- Aims of the Corridor Capitalisation Plan
- Policies (plans, strategies), stakeholders (decision-makers) and catchment areas addressed
- Process of elaboration, methods and ways of involvement of stakeholders
- Draft structure, planned elements
- Annexes

Each Corridor Capitalisation Plan shall consist of a precise and focused core document (the “plan”), which shall be easy to understand. Evidence and proof of statements made in the plan shall be included in annexes, which have a supporting function. In the result, the plan will address the decision-makers, and the annexes will address experts and advisors supporting the decision-makers.

Each inception report will outline as well the approach towards stakeholder involvement, which shall take place as early and as targeted as possible. Different formats for different levels (intensity) of involvement shall be defined, taking into account, that Corridor Capitalisation Plans will be informal documents. With this regard, public discussion is possible, but not obligatory.

In the result of joint work, the following Corridor Capitalisation Plans will be prepared:

- Free State of Saxony (SMR & EGTC)
- Ústí Region (Ústí Region & EGTC)
- South Moravian Region (KORDIS JMK)
- Bratislava Region (IPP)
- Győr-Sopron-Burgenland Region (KTI & GYSEV)
- Budapest Region (KTI & BSZL)

The transnational corridor capitalisation strategy will be prepared by SMR & EGTC, in close cooperation with all partners. The strategy summarises the recommendations from Corridor Capitalisation Plans, demonstrates the benefits of a well-functioning TEN-T corridor and outlines the needs for coordinated action in the field of transport and spatial planning.



2. AIMS OF THE CORRIDOR CAPITALISATION PLAN

2.1. Results and findings of regional analyses

Please describe the problems and challenges to be addressed by the Corridor Capitalisation Plan, taking into account the results and findings of the respective regional analyses of challenges and needs. Why is it necessary to prepare a Corridor Capitalisation Plan for the area concerned?

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2.2. General and specific aims

It is expected that Each Corridor Capitalisation Plan will contribute to the specific objectives of the project, as defined in section C.2 of the Application Form:

- Enhancing the functionality of the corridor through improved coordination between transport and spatial planning
- Strengthening of logistics locations

These project specific objectives might be considered as general aim of each Corridor Capitalisation Plan. How would you define the specific aims of the Corridor Capitalisation Plan of the area concerned? Please define up to three specific aims:

1.	
2.	
3.	

2.3. Time horizon

As agreed within the partnership, each Corridor Capitalisation Plan shall address the year 2050, taking into account the overarching aim of the European Green Deal to make Europe climate neutral within the next decades. However, intermediate time horizons and milestones (e.g. 2030 / 2035 / 2040) should be taken into account, too.

It is expected that the choice of intermediate time horizons will be mainly determined by national and regional policies. Please describe the intermediate time horizons, which will be relevant for your Corridor Capitalisation Plan!





3. POLICIES AND STAKEHOLDERS ADDRESSED

3.1. Policies and levels of administration addressed

Please specify the policies (e.g. spatial planning policy, urban development policy, transport policy, infrastructure policy, environmental policy, ...) and the levels of administration addressed through the Corridor Capitalisation Plan. Probably several policies and several levels of administration will be addressed. Functional levels (e.g. metropolitan, urban-rural, cross-border, ...) might be addressed, too.

If applicable, please distinguish between policies and levels of administration addressed directly and policies and levels of administration addressed indirectly through the Corridor Capitalisation Plan.

<i>Administrative / functional level(s) addressed</i>	<i>Policies addressed</i>

3.2. Stakeholders addressed

Please identify the relevant stakeholders, depending on policies and levels of administration addressed by the Corridor Capitalisation Plan.

		<i>Keep satisfied</i>	<i>Key players</i>
<i>Level of influence and power</i>	+	1. ...	1. ...
		2. ...	2. ...
		3. ...	3. ...
	-	<i>Monitoring</i>	<i>Keep informed</i>
		1. ...	1. ...
		2. ...	2. ...
		3. ...	3. ...
		-	+
<i>Level of interest and commitment</i>			

3.3. Documents (plans, strategies) addressed

Please list the documents (e.g. plans, strategies, guidelines, ...) addressed through the Corridor Capitalisation Plan. Please identify the documents as precise as possible. Please indicate, who is the author (the owner) of the document, and which parts of the documents are of particular relevance.

If applicable, please distinguish between documents addressed directly and documents addressed indirectly through the Corridor Capitalisation Plan.

	<i>Document</i>	<i>Author (owner)</i>	<i>Relevant part(s)</i>
1.			
2.			



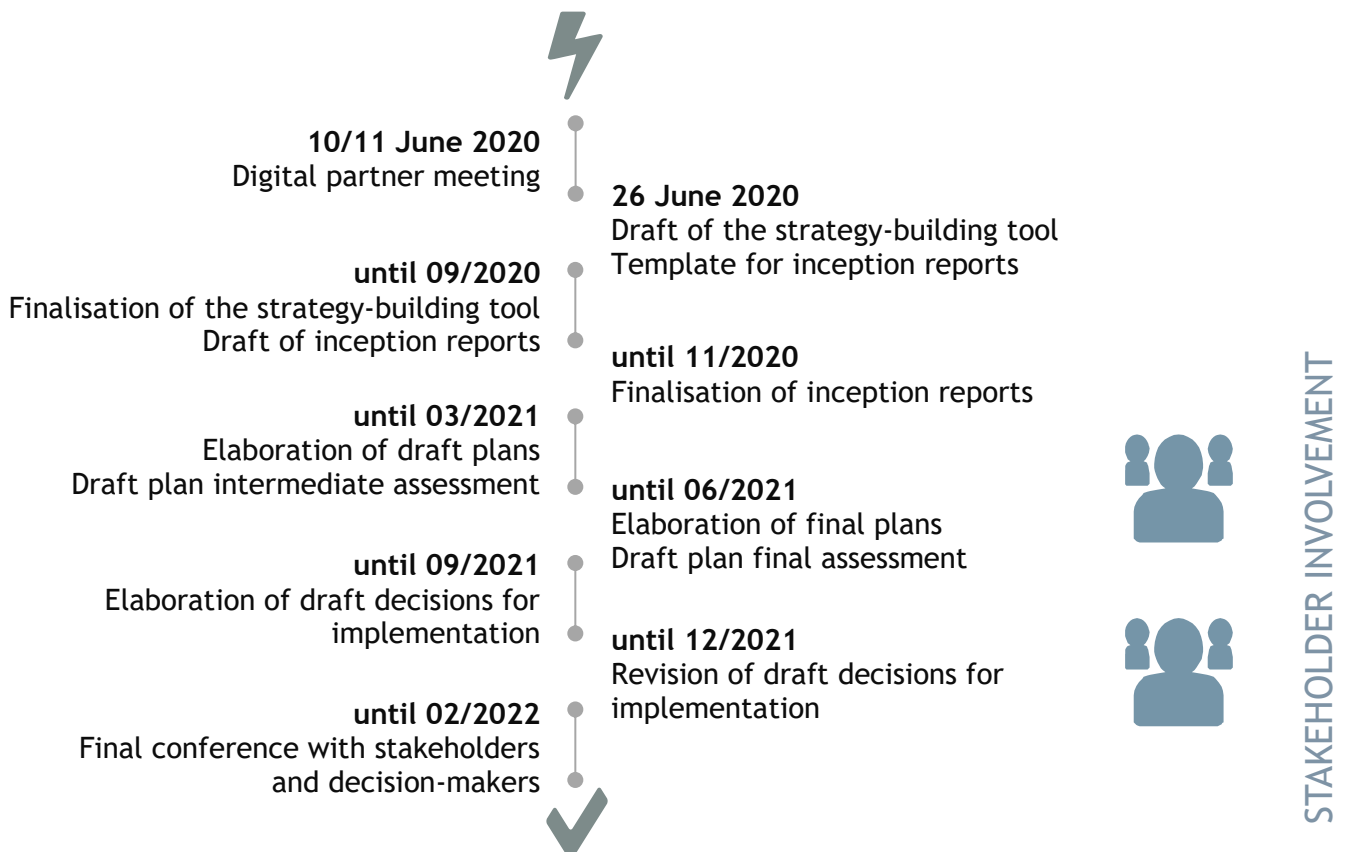
	<i>Document</i>	<i>Author (owner)</i>	<i>Relevant part(s)</i>
3.			
4.			
5.			
6.			
7.			
8.			
9.			
10.			



4. PROCESS OF ELABORATION

4.1. General schedule

The elaboration of Corridor Capitalisation Plans will follow the general schedule documented below. Please consider these milestones during planning of your activities.





4.2. Specific schedule

Please outline the specific schedule for elaboration of the Corridor Capitalisation Plan for the area concerned. Please consider all relevant elements of the process, including the stakeholder involvement and the elaboration and agreement of draft decisions for implementation, and highlight the milestones.

Task	2020						2021											
	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12
<i>Group of tasks 1</i>																		
Task 1.1																		
Task 1.2																		
Task 1.3																		
<i>Group of tasks 2</i>																		
Task 2.1																		
Task 2.2																		
Task 2.3																		
<i>Group of tasks 3</i>																		
Task 3.1																		
Task 3.2																		
Task 3.3																		
<i>Group of tasks 4</i>																		
Task 4.1																		
Task 4.2																		
Task 4.3																		



4.3. Approach towards stakeholder involvement

Please outline the planned methods and ways of stakeholder involvement during the elaboration of the Corridor Capitalisation Plan for the area concerned. Please describe, which stakeholders will be involved, why they will be involved (which effects you expect from their involvement), and in which way they will be involved.



Stakeholder involvement should be realised as early and as targeted as possible. Different formats for different levels (intensity) of involvement will be needed, taking into account, that Corridor Capitalisation Plans will be informal documents. Public discussion of draft plans is possible, but not obligatory.



5. DRAFT STRUCTURE

Each Corridor Capitalisation Plan shall consist of a precise and focused core document (the “plan”), which shall be easy to understand. Evidence and proof of statements made in the plan shall be included in annexes, which have a supporting function. In the result, the plan will address the decision-makers, and the annexes will address experts and advisors supporting the decision-makers.

Please outline the draft structure of the Corridor Capitalisation Plan for the area concerned. Additionally, please specify the annexes, that might (or should) be attached to the plan.



6. TRANSNATIONAL CORRIDOR CAPITALISATION STRATEGY

6.1. Aims of the strategy

The transnational corridor capitalisation strategy summarises the recommendations from Corridor Capitalisation Plans, demonstrates the benefits of a well-functioning TEN-T corridor and outlines the needs for coordinated action in the field of transport and spatial planning. By addressing the national levels in particular in the Czech Republic, Slovakia and Hungary it effectively complements the Corridor Capitalisation Plans, since many recommendations identified by the partnership are expected to affect policies managed on national level. With this regard, in particular the interaction between large-scale and small-scale investments is expected to be of particular relevance.

Additionally, the transnational corridor capitalisation strategy will address the interfaces between EU transport policy (DG MOVE) and EU regional policy (DG REGIO), taking into account the trans-European dimension of the OEM corridor and its connecting role for several macro-regions in Europe, and beyond.

6.2. Stakeholder involvement

Key stakeholders to be involved in the elaboration of the transnational corridor capitalisation strategy are ministries in the field of spatial planning and transport in Germany, the Czech Republic, Slovakia and Hungary. Due to the challenges connected to the involvement of these institutions, the efforts of the partnership will be focused on these stakeholders. Additionally, the European Coordinator for the Orient/East-Med corridor will be involved in the process, which will be organised in the format of transnational roundtable meetings.

6.3. Approach

To prepare the stakeholder involvement, the partners have agreed to organise two expert seminars, capitalising the results and findings of the international ARL working group “Spatial and Transport Development in European Corridors: Example Corridor 22, Hamburg-Athens”, as published in the research report “Spatial and Transport Infrastructure Development in Europe: The Example of the Orient/East-Med Corridor” (Hannover 2019). The seminars will be focused on “lessons learnt” from research realised so far and on the macro-regional dimension of corridor development.

Additionally, the partners have agreed that different scenarios should be considered during elaboration of the strategy, since future transport flows along the corridor will mutually depend on decisions undertaken in countries and regions located along the corridor. The time horizon of these scenarios should be 2050, and indicatively they might be defined as follows:

- a) “Business as usual”: Investment plans and transport policies are realised with medium level of ambition, improving the infrastructural conditions for rail freight transport, but not changing the modal split substantially. Integration and territorial cohesion between European macro-regions slightly improve.
- b) “European Green Deal”: Investment plans and transport policies are realised with high level of ambition, re-shaping mobility patterns along the OEM corridor. Integration and territorial cohesion between European macro-regions improve significantly, in particular regarding the connectivity of Southeast Europe.



6.4. Schedule

The elaboration of the transnational corridor capitalisation strategy will follow the schedule documented below. Further details of the approach will be discussed and agreed until the end of 2020.

