

# TEMPLATE

## Output factsheet: Strategies and action plans

Version 1

<b>Project index number and acronym</b>	CE1044 TalkNET
<b>Lead partner</b>	North Adriatic Sea Port Authority
<b>Output number and title</b>	O.T1.12 Action plans - BUDAPEST
<b>Responsible partner (PP name and number)</b>	PP 8 - Budapesti Szabadkikötő Logisztikai Zrt.
<b>Project website</b>	<a href="https://bit.ly/2WZtWPv">https://bit.ly/2WZtWPv</a>
<b>Delivery date</b>	4/2019 (first version) - 10/2019 (last version)

### Summary description of the strategy/action plan (developed and/or implemented)

The action plans of PP8 describes the problems, needs and challenges of the Budapest region with the respect of its multimodal nodes in freight transport logistics. The actions were designed based on the knowledge tools including the analysis of international best practices in this field.

Several actions have been identified to provide adequate answers to the needs and challenges identified. The implementation of these actions requires the direct or indirect involvement of several stakeholders including local and national authorities, freight forwarders, NGOs, business interest groups etc. The main expected results of the altogether five actions are to improve the operation of the Freeport of Budapest, to introduce new services and to put more emphasis on the environmental friendly was of transportation on long and short distances, too.

The following five actions were identified:

- Increasing the role of environmentally-friendly vehicles in the last mile delivery's transport solutions in the area of Budapest
- Access control and traffic management system installation
- Assessment of market opportunities to reinforce or activate new multimodal services - city logistics
- Alternative fuel based recharging stations
- Cranable mobile platform

All the actions were analyzed in details involving various stakeholders and also analyzing best practices throughout Europe. Actions also include timetables of implementation and a set of tasks to be implemented.

### NUTS region(s) concerned by the strategy/action plan (relevant NUTS level)

NUTS1: Central Hungary HU1  
NUTS 2: Budapest HU11

### Expected impact and benefits of the strategy/action plan for the concerned territories and target groups

Modernized services of the port area - as planned in the action plan - also means better access to services of the port and -hopefully - shifting more cargo to less pollutive ways of transport. The traffic management system's modernization will contribute to the optimization both traffic and logistics operations in order to allow larger quantities of goods to be transhipped in the port area. Thanks to smart-port philosophy, ports will achieve sustainable economic growth and maximum benefit for their customers and the people of area, while minimizing the environmental impact. The last mile connection and city logistics related development using intelligent transport systems can shorten delivery times and reduce congestion. On top of that an e-fleet, e-cargo solution can reduce local pollution and noise in the city centre. The aim of city logistics over time is to make intra-urban freight transport much more during the night-time to ease road congestion during morning and afternoon peak traffic hours.

### Sustainability of the developed or implemented strategy/action plan and its transferability to other territories and stakeholders

PP8' main aim is to develop the port's services and to adapt its operation to new challenges. Therefore its long term plan is to implement the actions specified in O1.5.8. Some parts of the development of traffic management system's action has been started so this part of the action plan is clearly sustainable. PP8 as shall closely cooperate with selected stakeholders - as defined in O1.5.8 - to developed the 2 other actions as it requires specific knowledge, decision of policy maker's and involvement of public funding (EU - CEF, OPs - or national) too. PP'8 action plan defines challenges also other logistic hubs - not only ports - are facing with and describes solutions in form of detailed actions. As per the AF, visual and video campaign supports the value of T1 to link services optimisation to greening concept. This action raises the awareness of target groups (enterprises, logistics operators, policy makers etc). Direct contacts are planned to influence attitudes and change the behaviours.

## Lessons learned from the development/implementation process of the strategy/action plan and added value of transnational cooperation

The transnational dimension of the action plan is highlighted by the involvement of key players of the logistics - who are in most cases international market players from CE countries - which requires main hubs and logistics nodes to work in synergy. Added value of transnational cooperation is guaranteed by the fact that PPs - including PP8 - is to share an on-going process aimed at the improvement of multimodal logistics nodes efficiency throughout the entire project life-time. Furthermore this process was based on a transnational framework being part of five common knowledge tools assuring the capitalization and follow up after project closure. This output will be made available to policy makers, economic actors and logistics players of different CE countries and will positively benefit the competitiveness of freight transport. Also it helps to create the conditions to attract international freight traffic flows and support public actors in the decision making processes. On top of that there is a mutual learning exercise implemented in the framework of the project: Freeport of Port has and will benefit from the experiences and results of other partners preparing and implementing various actions in the field of the two main areas. Also Freeport has presented its results to the partnership and has held various bilateral consultations in the preparation process of the output to share knowledge and experience.

## References to relevant deliverables and web-links If applicable, pictures or images to be provided as annex

This output has a direct link - as it is based upon the methodologies developed - to O.T1.1. - O.T1.2 and D.T1.1.2 and provided inputs for the knowledge tools O.T1.3-O.T1.5, D.T1.4.1-1.4.3, O.T2.1-O.T2.2, D.T2.4.1-D.T.2.4.2

D.T1.4.4 was intergrated in form of a stakeholder consultation to verify the action plan.

This output is directly linked (mirrored) by Deliverables D.T1.2.7. and D.T2.5.8.

As a result of this output the modification of the subject of O.T3.8 - D.T3.2.8 was initiated and approved (from LNG to e-mobility).