

# TEMPLATE

## Output factsheet: Tools

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.T1.3.1 - KNOWLEDGE TOOL IN THE FIELD OF LAST MILE CONNECTIVITY OF NODES/TERMINALS
<b>Responsible partner (PP name and number)</b>	PP4 ZAILOG
<b>Project website</b>	<a href="https://www.interreg-central.eu/Content.Node/TalkNET.html">https://www.interreg-central.eu/Content.Node/TalkNET.html</a>
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## Summary description of the key features of the tool (developed and/or implemented)

This project output is one of five knowledge tools that have been developed in order to make available a review of best practices and relevant knowledge in the two macro fields of action of the project, that is to say Multimodality and Eco-innovation.

The first knowledge tool output is focused on the sub-topic of last mile connections of multimodal nodes, that includes both the significant experiences of the project partners and those gathered outside the partnership from other actors and operators.

The selection of the best practices has been strictly influenced by the needs of partners' stakeholders that have been detected from the project activities and the various contacts that the partners had cooperating with them.

A review of the current/up-to-date knowledge in field of last mile connections will be available as benchmark to support the preparation of the project action plans that in turn will support investment plans in the project territories in order to improve last mile connectivity of nodes/terminals and the related project pilot actions.

In particular the following best practices are presented:

### 1. Last mile connections - Port of Koper

Luka Koper came to the optimal solutions regarding efficiency of the container terminal and regarding the optimization of the port operations.

Improvements of the last mile connection were mainly: enlargement of terminal capacity and enlargement of rail capacity of the container terminal by introducing RMG technology (improvement of movements of wagons with a depreciation intermediate railway station before the container terminal) and decongestion of the road access to the container terminal: new port entrance that reduced congestion of trucks at the container terminal by redirecting vehicle flow towards the Pier II.

The combination of all above mentioned measures and investments have given significant results in the development of container terminal of Port of Koper, as is shown in the increased container throughput in the last years: from 476.700 TEU in 2010 to 988.500 TEU in 2018, that represent 107% of increase in 8 years.

### 2. Cargo-Tram in Dresden

The CargoTram as a good example of sharing public transportation space involving last mile connections in city logistics functions, while using an environmentally-friendly, electrically powered vehicle for the transportation of goods. Dresden example shows that the existing infrastructure and needs of actors such as enterprises and local community need to be considered and do influence the implementation of similar logistic solutions. The further factors to be considered is the density and usage of the infrastructure for the matters of passengers' transport. Also, the distance and position of the end points related to the present tramway tracks network need to be considered, as the construction of additional tramway tracks leads to boost of the investment costs. After all the sort of goods that needs to be transported needs to be compatible with tramway transport. Similar solutions with trams used for cargo transport exist in Zurich (for transport of waste), the pilot projects were launched in Amsterdam and Vienna.

### 3. Reduction of rail transport time - Rail Cargo Group, MÁV, ÖBB

Delays like customs checks/inspections, incompatible information systems, and changes of locomotives/crews have not been resolved in rail freight transport. There are borders where - for regulatory reasons - trains need to switch their locomotive because of the different axle loads. Delay could mean that the train arrives late to the harbour and misses the cargo ship, failing to provide a quality service to the customer.

- The trains forwarded by RCG, in case they run with own locomotives without change, stay at the Hegyeshalom border station only approx.. 15-20 minutes. In times of no loco-driver change (RCH had German-speaking loco drivers with licence to drive in Austria) the crossing of the border took only 2 minutes.
- Several European railway undertakings have purchased and use multi-voltage locomotives in order to ensure cross-border traction in countries with different voltage and network regulations enabling their trains to reach the destinations in time ( e.g. RCG, DB, SBB, PKP Cargo, etc.)

#### NUTS region(s) where the tool has been developed and/or implemented (relevant NUTS level)

Due to its utilisation, the knowledge tool developed in the field of last mile connections will be applied to all the NUTS covered by the project and adapted to each specific regional context.

Accordingly, NUTS II involved are:

- Veneto Region (IT)
- Friuli Venezia Giulia Region (IT)
- Zahodna Slovenija (SI)
- Jadranska Hrvatska (HU)
- Közép-Magyarország (HU)
- Bratislavský kraj (SK)-
- Severozápad (CZ)
- Zachodniopomorskie (PL)
- Oberbayern (DE)
- Łódzkie (PL)

### Expected impact and benefits of the tool for the concerned territories and target groups

Best practices collected in the field of last mile connections of multimodal nodes can be different in relation to the different partners/actors involved. This shows the variety of interventions needed to cope with last mile connection issues to improve mainly the lack of infrastructures in the nodes and connections in the regions.

The first best practice identified can have positive impacts for all the ports/terminals/nodes that are planning to remove bottlenecks and to build infrastructures for sea, railway and road access. Adequate last mile connections with the motorways and with the rail networks of the hinterland should be ensured.

The second best practice shows the benefits of eco-friendly transport solutions for goods that can be studied in other port-cities contexts.

In relation to the third best practice, it is a realistic and even not impracticable demand of the market participants to make border crossing and custom clearance procedures easier and faster. Similarly, national rules and regulations related to combined transport have to be formulated in a more understandable way. It is an important factor to make rail/road combined transport more reliable.

### Sustainability of the tool and its transferability to other territories and stakeholders

Sustainability of the this tool is linked to project action plans and pilot actions improving multimodal node connections, as supporting tool for their development. Project results will be included in operative programming plans of project partners, in particular removing bottlenecks that limit the operative capacity of the nodes (infrastructures), thus supporting actors operating in the nodes and along the EU Corridors.

This thematic knowledge tool will offer knowledge and best practices review that will be available to all the operators acting in the fields of multimodality of the central Europe area. They can be transferred to other territories and stakeholders that dealt with the goal of promoting multimodal freight transport solutions and the integration among ports/inland terminal and transport operators. In particular, they can be addressed to target groups such as enterprises, logistics operators and policy makers (e.g. in port/rail sector).

## Lessons learned from the development/implementation process of the tool and added value of transnational cooperation

In terms of lessons learned, best practices collected in the field of last mile connections of multimodal nodes can be different in relation to the different partners/actors involved. This has shown also the variety of interventions needed to cope with last mile connection and the different stakeholders involved.

Anyway, from the process of clusterization of the project stakeholders to the development of common knowledge tools, project partners have further experienced the added value of transnational cooperation, by sharing which best solutions to promote in order to reach the project goal of improving last mile connections in the central Europe area.

In particular, the identification of specific needs and related feasible best practices (inside/outside Programme Area), for each regional context under review allows to:

- identify needs and critical issues shared together with potential innovative solutions already applied within the partnership or external to it and identified during the monitoring and mapping of best practices;
- verify the adaptability and repeatability of potential solutions previously found to be effective in comparable contexts, or, alternatively, reviewing the aforementioned solutions in light of the previously encountered and resolved criticalities.

Moreover, the development of knowledge tools has allowed to enhance the process of mutual learning.

## References to relevant deliverables and web-links

If applicable, pictures or images to be provided as annex

O.T1.3.1 is linked to the following deliverables:

A.T1.2 - Analysis in the nodes' regions

D.T 1.4.1 - Knowledge tool in the field of last mile connectivity of nodes/terminals

D.T 1.4.4 /2.4.4 - Summary report of the inputs collected from the stakeholders

D.T1.5.1 - Methodology for action plans development