

# TEMPLATE

## Output factsheet: Tools

Version 1

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<b>Lead partner</b>	North Adriatic Sea Port Authority
<b>Output number and title</b>	O.T1.5.1 - KNOWLEDGE TOOL IN THE FIELD OF EXISTING/NEW MULTIMODAL SERVICES ACTIVATION
<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 third knowledge tool output is focused on the sub-topic of multimodal services activation, 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 multimodal services 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 existing or implement new multimodal services and the related project pilot actions.

In particular the following best practices are presented:

### 1) High Speed/High Capacity railway line - Verona-Pomezia

In the Central Europe area, the connection between Verona and Pomezia represents a good agreement to expand the multimodal market, enhancing the use of the sustainable transport. From October 2019, a weekly capacity of 192 trailers per each direction allows a strong reduction of trucks in the Verona-Pomezia stretch.

### 2) City logistics in Marseilles (France)

Despite not being an inland port, but a former railway yard, the Arenc logistic platform in Marseille represents a good example of transition from a traditional (brownfield) logistic function site to a state-of-the-art city logistic hub.

### 3) Project Kvarken Multimodal Link

The Kvarken Multimodal Link - also known as the Midway Alignment of the Bothnian Corridor, is a vital, year-round maritime transport connection between Sweden and Finland. The link connects to three major roads classified by the UNECE as European roads of strategic importance - the E12, the E4 and the E8 - and to the Bothnian Link main railway line.

### 4) Increasing intermodality - Scandria Alliance

The Scandinavian-Adriatic Corridor is an initiative which promotes the shortest geographic link between Scandinavia and the Adriatic Sea. It is supported by more than 100 groups from policy, industry and educational institutions, that have organised different transnational projects and initiatives. The joint vision is to work towards reduced carbon footprint transport by promoting intermodal logistic solutions, introducing eco-friendly technologies and infrastructures. The joint vision is to work towards reduced carbon footprint transport by promoting intermodal logistic solutions, introducing eco-friendly technologies and infrastructures.

**5) “Sustainable Świnoujście-Trelleborg MoS based on upgrading port infrastructure, developing intermodal transport and integrating hinterland corridor”**

This project improved the integration and accessibility of European transport corridors through additional investments in the existing sea motorway between Świnoujście and Trelleborg. Both ports are important European trans-shipment hubs and their link connects European the Baltic Sea - Adriatic and the Scandinavian - Mediterranean Sea Core Network Corridors. The project will allow for better integration of European economic zones and international intermodal trade in goods between Scandinavia and the countries of Central and Eastern Europe via Poland.

**6) Expanding the use of combined freight transport in the Czech Republic**

Transportation of goods in ISO shipping containers to and from the seaport operates in the Czech Republic well under market conditions. There are problems that mainly lie in the insufficient capacity of the railway infrastructure. On the other hand, continental transport in intermodal trailers, swap bodies, or not ISO shipping containers, is underused. Good practice consists of seminars for road hauliers where they are familiar with the problems and possibilities of continental transport on rails. The seminars were organized in several regions of the Czech Republic and were connected with a visit to the near combined transport terminal.

**7) Support of combined cargo transportation in the Czech Republic**

In the Czech Republic, under the Operational Programme Transport, 2 programs of combined transport development were realized: The “Support for the modernization and construction of intermodal transshipment points” and the “Acquisition of combined transport units”.

**8) Modular train concept for flexible transport solutions - Lokomotion**

Lokomotion offered two modular train concepts, as this was an innovative approach to responding to customer requirements but also to be competitive in terms of transport time and price compared to trucks. One of these products was the "Y-train" from Munich-Riem with a group of wagons for Ljubljana and a group of wagons for Trieste. The volumes ran bundled to Villach and there was a train division for the two destinations.

**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 multimodal services activation 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

This output deals with solutions tested and proposed by TalkNET project partners and other selected from external operators/actors that partners have deemed to be significant for their activities and business for the activation of multimodal services.

Best practices collected in the field of multimodal services activation can be different in relation to the different partners/actors involved. This shows the variety of interventions needed to cope with multimodal services issues. Also the best practices found in this field of action, demonstrate the complexity of the multimodal transport and that the involvement only of a part of the actors of the multimodal chain is not enough. In fact, the achievement of this objective can be reached through the merged implementation of physical works and a set of rules.

1) **High Speed/High Capacity railway line - Verona-Pomezia**

The innovation consists in the use of the High Speed/High Capacity railway line to overcome the bottlenecks affecting the network. In fact, there are many tunnels that do not allow the passage of trailers.

2) **City logistics in Marseilles (France)**

By aligning the interests of those involved in the logistics chain the current urban freight transport practice shall be transformed into an organized city logistics system. Particular attention should be paid to the IT-based organization and supervision of urban (including freight) transport, and to the optimization of the use of concentrated loading areas in public spaces, primarily providing basic care. A comprehensive city logistics concept should be formulated to provide institutional, service.

3) **Project Kvarken Multimodal Link**

The implemented action helped to shift the traffic from road to sea and rail by interconnecting two national rail networks and by bypassing more than 800 km of the existing road route. This also implies positive effects on service quality and safety.

4) **Increasing intermodality - Scandria Alliance**

The open platform of cooperation, named Scandria Alliance, used for the networking of partners from the fields of politics, administration, industry and science at the EU, national, regional and local levels was established to encourage partners to implement the action plan and to attract the new stakeholders to cooperate.

5) **“Sustainable Świnoujście-Trelleborg MoS based on upgrading port infrastructure, developing intermodal transport and integrating hinterland corridor”**

The investment will improve and optimize logistic chains between Scandinavia and Southern Europe, including among others the Baltic-Adriatic Transport Corridor.

6) **Expanding the use of combined freight transport in the Czech Republic**

Combined (intermodal) transport is an opportunity to develop a transport company in response to a lack of drivers or other restrictive legislative and economic or political measures. The use of combined transport can also be a condition for obtaining or maintaining a contract, or a way to address environmental constraints for direct road transport. Another motivating factor may be the rising cost of road transport not only in the form of wage costs, but also in the growth of tolls.

**7) Support of combined cargo transportation in the Czech Republic**

The described system of incentives in the field of continental multimodal transportation in the Czech Republic is a proved action of supporting the development of the multimodal services. It is one of important actions how to meet the objectives of the White Paper in the freight sector. Furthermore, public bodies need to be always involved in order to understand how to react and delivered proper incentives.

**8) Modular train concept for flexible transport solutions - Lokomotion**

The product to Ljubljana is not only important for the exchange traffic between Germany and Slovenia but also allows the connection of other destinations in South-East Europe. In the past there was, for example, a continuing connection Ljubljana - Halkali/Turkey.

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

Sustainability of the this tool is linked to the project action plans and pilot actions activating multimodal services, as supporting tool for their development. Project results will be included in operative programming plans of project partners, in particular existing or new multimodal services so to extend catchment area, 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 the operators acting in the fields of multimodality of the central Europe area. Anyway 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 multimodal services activation can be different in relation to the different partners/actors involved. This has shown also the variety of interventions needed to cope with the optimization of the management performance of the nodes 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 foster multimodal services activation 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.T1.5.1 is linked to the following deliverables:

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

D.T 1.4.3 - Knowledge tool in the field of existing/new multimodal services activation

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