

Output factsheet: Tools

Version 1

Project index number and acronym	CE1410 REIF
Lead partner	Thuringian Ministry for Infrastructure and Agriculture
Output number and title	O.T1.1 Joint methodology “Bottleneck analysis”
Responsible partner (PP name and number)	Prometni institute Ljubljana (PP4)
Project website	www.interreg-central.eu/reif
Delivery date	May 2020

Summary description of the key features of the tool (developed and/or implemented)

P4 of the REIF project has elaborated a common methodology for the identification of bottlenecks in infrastructure and services in each region. A bottleneck is understood as an obstacle impacting the transport system. The inefficiencies brought about by the bottleneck often create delays and higher transport costs. The term bottleneck refers to the typical shape of a bottle, and the fact that the bottle's neck is the narrowest point, which is the most likely place for congestion to occur, slowing down the flow of liquid from the bottle. A bottleneck can have a significant impact on the transport flows, and can sharply increase the transport time and expense of transport.

Four different types of bottlenecks are addressed: i) transport infrastructure, ii) rolling stock, iii) services and operations, and iv) legislation and administration. The methodology provided by the REIF project details how each type of bottleneck can be investigated and its consequences be assessed.

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

The methodology can be universally applied to any NUTS region in Europe.

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

The bottleneck analysis provides a common framework and a detailed checklist to determine the obstacles slowing or preventing the transport of freight by rail. The methodology points users to investigate more than rail infrastructures by also hinting at (intermodal) terminals, the quantity and quality of rolling stock and related machinery, the availability of market services, communication and data exchange interfaces, labour force, legal and environmental restrictions and safety concerns.

With a given template and structure every transport stakeholder apply the methodology and identify bottlenecks in their territory of concern.

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

The methodology can be universally applied to any European NUTS region with rail freight transports. The methodology has been published on the REIF project website.

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

The methodology for bottlenecks gives a comparable structure for all project partners and pilot regions/ports to learn from oneself and to learn from each other regarding rail freight infrastructure and services in European territories.

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

Deliverable D.T1.3.1 (Methodology for bottleneck analysis)

The methodology can be accessed on the REIF project website.