O.T1.1

Output factsheet: Toolbox

Version 1

Project index number and acronym	CE36 ChemMultimodal
Lead partner	Ministry of Economy, Science and Digitalisation Saxony-Anhalt
Output number and title	O.T1.1 Tool for promotion of modal shift of chemical goods from road to multimodal transport
Responsible partner (PP name and number)	University of Applied Sciences Upper Austria (PP9)
Project website	http://interreg-central.eu/Content.Node/chemmultimodal.html
Delivery date	Initial: 05/2017 | Actual: 10/2017

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

The toolbox consists of four independent elements, which are supposed to interact as one tool during the pilot phases. This means that the toolbox acts as an one-stop-shop and facilitates easy access and use. Easy accessibility and handling were criteria for the selection and development of the respective elements. As the primary goal of the project is to promote multimodal transport and attain a modal shift in the end, the project partners decided on the following toolbox elements in terms of:

- **T1.2.6 IT Visualization:** Intermodal Links Platform
  This element aims to visualize possible intermodal connections in the European regions. Logistics Service Providers operating on intermodal routes with respective operating schedules are stated. However, it became obvious that no information regarding the handling of chemical goods is displayed on the platform. Therefore, a contact to the operator of the platform was established and a potential cooperation with bilateral benefits was suggested. For the use of the platform an own account need to be created but for the pilot phase free access is provided. The development of an own platform would have exceeded the scope the project as personal resources are available among the partners.
- **T1.2.7 Planning Guidelines:** Excel Spreadsheet with relevant information
  The planning guidelines aim to lead through the discussions and serve as a quick guide. The Guidelines indicate the type of product, location of departure, transshipment and arrival. Furthermore, differing national regulations regarding weight and driving hours are included along with the dimensions of tank container. By inserting, the requested data are filled in automatically.
- **T1.2.8 Consulting Service: Framework/Basis/Structure**
  This element demonstrates the framework and structure of the execution of the pilot workshops. Furthermore, it should serve a platform to bring relevant stakeholders together to increase the probability of target attainment. Within such a session, the remaining elements are used.
- **T1.2.9 CO2 Calculator**
  The calculator is based on the findings of Alan McKinnon and intends to provide approximate values of CO2 emissions when transporting unimodal in comparison to multimodal transport.

NUTS3 region(s) where the tool has been developed and/or implemented (relevant NUTS level)

The toolbox and its respective elements were developed by the following NUTS-regions:
T1.2.6: DEE03 (PP4) established a template to collect different, national platforms offering an overview of intermodal routes with respective LSPs and transport schedules within Europe. Based on this and the criteria of easy access and handling the platform Intermodal Links Planner was selected.
T1.2.7: AT314 and DEE03 (PP9 + PP4) started with a theoretical approach and adapted the structure based on the feedback from the partners (which are partially practitioners). An Excel spreadsheet was set up, which serves as a guideline and provides relevant information.
T1.2.8: DEE02 (PP2) was in charge of developing the element regarding „Consulting Services“ and gathered feedback from the project partners in form of a template. Based on this PP2 developed a standardized structure.
T1.2.9: PL127 and DEE03 (PP14 + PP4) conducted research regarding CO2 emissions and ways of calculation. In the end, a new developed calculator was set up and published online free of charge.

During further proceedings such as the beta-test, practitioners contributed with their expertise to the development. The scientific partners (FHOÖ, SGH, OvGU, isw) were involved during development stages. During the beta-test (Peer-Review) all 14 partners were involved, thus those also contributed to the current status of the Toolbox.

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

The intention of the toolbox is to:

- Create awareness for multimodal transport within the chemical industry by showing potential routes and benefits switching to a more sustainable way of transport. One of the goals is to make it into the decision making process and most favorable a modal shift is triggered.
- Identify potential routes and volumes for a modal shift of chemical goods. In addition, the identified modal shift potential of several companies should intensify the cooperation among Logistics Service Providers and further actors along the transport chain. LSPs should become aware of the chemical companies' willingness to carry their freight in a multimodal manner.
- To keep the motivation of LSPs high in order to continuously try to convince customers from the concept of multimodal transport, or at least suggest it as a possible alternative.
- Strive for reactions of the local and national authorities to support the idea of multimodal transport. A supporting argument might be the need to achieve the targets introduced by the EU Whitepaper 2011.

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

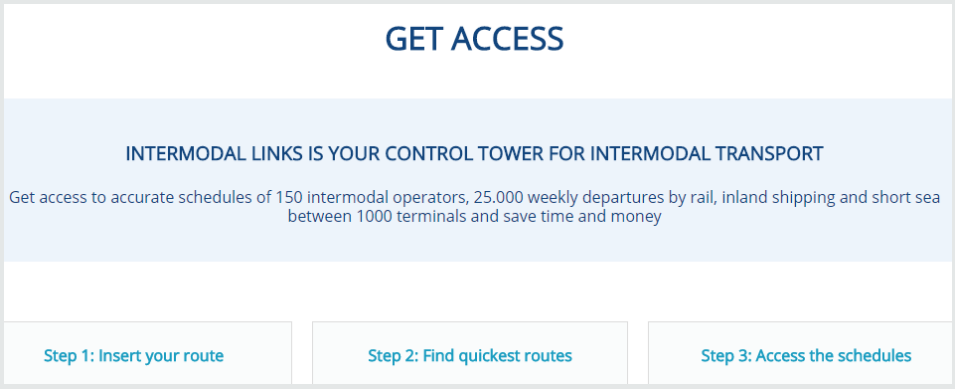
The toolbox is not supposed to be a static tool, which is developed once but not adjusted in the future. This means that the tool is still adaptable after WP T1 because the feedback from the practitioners generated during the pilot testing phase is essential to finalize the toolbox – even more important to increase its suitability for the industry. Another critical factor is the work after the project. Clear instructions on how to use the toolbox need to be provided and made available for any type of user. Furthermore, it is foreseen to produce a brochure after the toolbox has been improved based on the lessons learnt during the pilot phase. This will be very helpful for the future use of it. The toolbox should be accessible free of charge and easy to use, which should make it more attractive for the users. Finally, the project aims to pose a long-term approach, which might initiate cooperation via an open platform once companies used the toolbox. All of this increases transferability to other territories and stakeholders.

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

While the elaboration of the toolbox started with a slight delay, as the national reports took some time to be delivered the introduction of the CMU (Central Management Unit) took along important organizational proceedings. On the other hand, the separation of the roles was not quite clear in the beginning, thus it would have been and still is desirable to have a more intense communication. This concerns the exchange between all partners and also the lead partner by communicating important information (e.g. changes, critics etc.). Thus, misunderstandings could be avoided and progress might be pushed forward. A better interaction during the project entails the project partners to generate more effective outputs. This also concerns the development of the toolbox. As the toolbox consists of four elements that should interact with each other, the communication between the partners should have been intensified. In the beginning, clearly defined roles and activities of each partner with respective participants would have served for a clearer progress (e.g. definition of a core team developing the toolbox). Another learning was that it is of major importance to contact stakeholders, which are supposed to participate in workshops, personally via email and if necessary make a follow-up phone call.

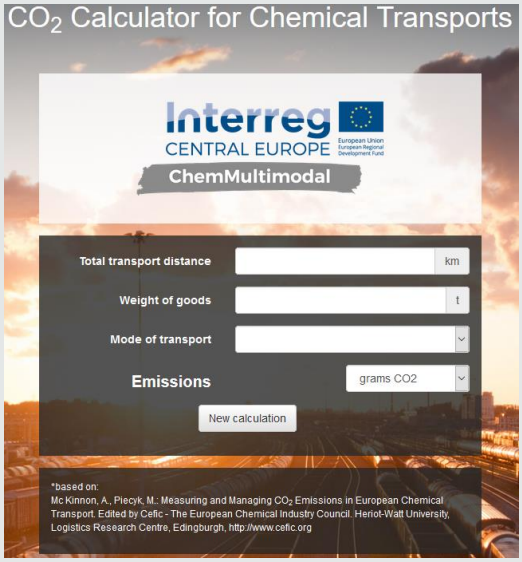
References to relevant deliverables and web-links
If applicable, pictures or images to be provided as annex

T1.2.6 IT Visualization: Intermodal Links Platform: https://intermodallinks.com/GetAccess



T1.2.7 → bekommen ich hoffentlich zeitnahe von Oliver

T1.2.9 Measuring CO2 Footrint: CO2 Calculator: https://ifsl50.mb.uni-magdeburg.de/chemmultimodal/



Deliverable D.C.5.2 Youtube Video: https://www.youtube.com/watch?v=Qa_eOU7LzC8&t=8s