NEWSLETTER #1

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Content

Dear Readers,

TRANSITECTS – Transalpine Transport Architects – is a European project aiming at the improvement of intermodal freight transports across the Alps. A partnership of 16 public institutions in and beyond the Alpine Space creates sustainable solutions that enhance the railway network's attractiveness and accessibility and that fit changing markets. Innovative combined transport services and intermodal products are intended to support the shift from road to rail related transport and thus to contribute to an environmentally friendly transport development.

After one and a half year of project work, first concepts for transalpine railway freight traffic and intermodal nodes are available. This newsletter gives an overview about the different ideas and briefly presents the diverse approaches. You can find information about the status of planned accompanied and unaccompanied combined transport services, which connect the different project regions in Germany, Austria, Italy and Slovenia and their relevant terminals and ports. So far, basic analyses have been carried out, several routings are already fixed, important contacts are established and first operators found. For some of the planned connections potential savings of transport related emissions have already been calculated via the application of a specific environmental model. Furthermore, interim results concerning the analysis of intermodal hubs, like the handling centre in Villach-Fürnitz (Austria), or important Alpine passes, like the Brenner axis, are available.

If you are interested in getting more details about the different issues, you can get in touch with the named contact persons or visit us during the fair "transport logistic 2011" in Munich – either at the TRANSITECTS fair stand or at our midterm-conference. We are looking forward to discussing with you.

Enjoy reading!
Your TRANSITECTS project team

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Transalpine transports between South Germany and Northern Italy down to Ligurian ports

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Combined transports between Baden-Wuerttemberg and Lombardy

For the development of an unaccompanied combined transport system between Lombardy and Baden-Wuerttemberg the project partners Lombardy Region, Stuttgart Region Economic Development Corporation and Regional Association Donau-Iller are cooperating intensively.

The logistic system of Lombardy accounts for more than 18,000 enterprises, 120,000 employees and more than 10 billion Euro of turnover. Lombardy is one of the European key regions for intermodal transport. More than 30 percent of Italian intermodal traffic is managed by the 15 terminals operating in Lombardy, with a total throughput of more than one million TEU (Twenty-foot Equivalent Unit) per year. Lombardy is the hub between two priority axes of the Trans European Transport Network (TEN-T): "Lisbon-Kiev" and "Genoa-Rotterdam". Furthermore, the region is the natural gateway between Ligurian ports and the regions across the Alps.

The logistics sector with annual sales of 33 billion Euro in Baden-Wuerttemberg and 20.5 billion Euro in Bavaria is the most important in Germany and is also major on the axis between Stuttgart, Ulm and Augsburg. This trans-boundary Swabian Logistics Corridor measures a remarkable logistics focus in Southern Germany. It has long-lasting trade connections with northern Italian regions, especially with Lombardy and its centres Milan, Bergamo and Brescia.

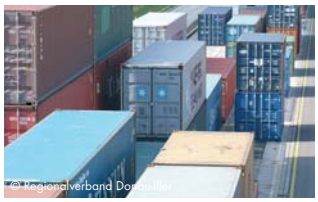
The aim of the project partners involved in TRANSITECTS is to promote intermodal transport throughout Lombardian and southern German enterprises, in particular SMEs, which are not the usual customers of intermodal services. Additionally, a mitigation of transport emissions in the regions is targeted.

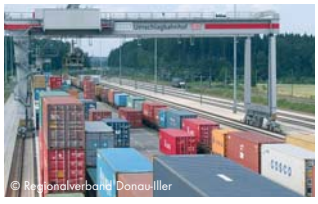
One main objective within this activity is the introduction of the Ligurian Ports System as a transport alternative to North Sea ports. For worldwide export and import with source and destination in Southern Germany the transport usually is managed through German and Dutch ports. As these ports are awaiting tremendous growths in container handling until the year 2025 (Ø+158%), their handling capacities will be exhausted soon. In middle-term the logistics sector has to explore new ways. Therefore it is important to inform about alternatives, early. The Ligurian ports of Genoa, Savona and La Spezia have a lot of free capacities and all of them are planning considerable enlargements, particularly in container handling and storage.

So far, the activities have been concentrated on the development of an unaccompanied intermodal connection between Baden-Wuerttemberg (Ulm/Stuttgart/Mannheim) and a terminal in Lombardy. Lombardy Region has chosen Mortara terminal as the key terminal for the pilot connection. The newest Lombardian terminal has a potential capacity of nine train pairs per day and 150,000 ILU (Intermodal Loading Unit) per year, transhipped through its three to 700 meter long operational tracks. In Baden-Wuerttemberg the intermodal terminal in Ulm is favoured. With its two gantry cranes it offers four craneable 700 meter tracks and a capacity of about 100,000 ILU per year. There are connections to Cologne, Hamburg, Bremerhaven and Trieste. A large container storage area is located alongside.

Mortara ensures the connection to Ligurian ports through a shuttle service (four to five train pairs per week) to Vado Reefer terminal in Savona port area. The goal is to ensure a reliable and fast connection from Ligurian ports to Germany. The lead time will allow the availability of containers and swap bodies in Baden-Wuerttemberg in less than 24 hours after the departure in Savona.

The TRANSITECTS project partners Lombardy Region, Stuttgart Region Economic Development Corporation and Regional Association Donau-Iller are currently surveying, in cooperation with TIMO (managing company of Mortara terminal), the potential demand for the service, the operational features, and the business plan. For the greater region of Ulm a potential of 24 Full Truck Loads shiftable to intermodal rail transport between Lombardy and Baden-Wuerttemberg has already been detected.





Terminal Ulm

Port of Genoa

Presentation of the Ligurian ports in Stuttgart

On Wednesday, 23 March 2011 the Ligurian ports presented themselves to Baden-Wuerttemberg's economy. The Italian delegation was welcomed by the State Secretary for Economic Affairs Richard Drautz at the House of Economy in Stuttgart. They presented environmental and economic opportunities for traffic to North Africa and through the Suez Canal to industry representatives from the region.

The managers of the Ligurian ports had come to Germany at the initiative of the project TRANSITECTS in order to present their ports with freight forwarders and shippers in Stuttgart. The EU project TRANSITECTS aims at connecting Baden-Wuerttemberg to the southern and especially to the Mediterranean ports and elaborates – in close cooperation with interested enterprises – ideas for transport chains across the Alps. The main focus is on container traffic. Of course it is important in this context to learn about the ports, the terminal operators and the suppliers of intermodal transport. This is why delegation journeys are made to interesting destinations.

A southern German delegation tied first contacts to the ports in November 2010, after they had visited the three ports of Genoa, Savona and La Spezia. These ports are plugged into global networks of container lines. The big shipping companies maintain direct links from these ports to all major ports in the world. However, these services are not used by our region, although these ports are not further away than the North Sea ports. The Alps as well as national and language borders are obstacles that lead to import and export goods usually taking the route over the North Sea ports and around Western Europe. Consequently, it takes three to five more days on the way to East Asia than necessary. This also leads to higher pollution.

The management of the ports discussed with about one hundred industry representatives from Baden-Wuerttemberg and the State Secretary for Economic Affairs Richard Drautz. In the focus was the question how this could be changed and what conditions must be created from a German point of view. The event was organised by the Stuttgart Region Economic Development Corporation, the Italian Chamber of Commerce in Munich and the State of Baden-Wuerttemberg.

Conference in Stuttgart

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Port of Genoa

TRANSITECTS in Lombardy at Mortara terminal

The project scope and goals were presented in a public workshop held in Mortara (Lombardy) on 1 April 2011. The successful event "Interporto di Mortara – Pilot gateway between Europe and Ligurian Sea", organised by Lombardy Region within TRANSITECTS activities, was attended by more than 100 people, with the presence of national and regional authorities, including the Regional Councilor Stefano Maullu, the Chairman of Savona Port Authority Rino Canavese, Mr Holger Bach from Stuttgart Region Economic Development Cooperation and many other transport and logistics stakeholders.

Mortara Terminal Managing Director Davide Muzio enlightened the role of Mortara, the newest terminal in Lombardy, as a fundamental gateway in the development of intermodal transport between Ligurian ports, the Lombardian industrial and consumer area and Southern Germany.

After the plenary session, TRANSITECTS pilot actions were introduced by the project manager Carlo Vaghi in a "demand-supply matching round table", where selected industries, intermodal operators as well as railway and shipping companies discussed about the feasibility of establishing a shuttle service between the Port of Savona and Mortara (now operational!) and between Mortara and Ulm/Stuttgart.

Workshop at Mortara terminal

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Transalpine transports to and from Adriatic ports/Northern Italy

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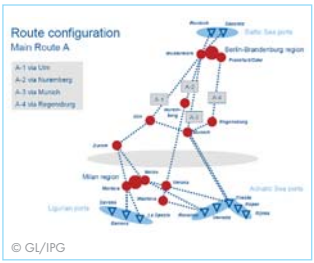

State of rail service concept

From Berlin-Brandenburg to the Adriatic Sea: investigations on north-south relations

The Alpine space is similarly transit region and barrier in the transport network of the European Union. The traffic flows concern many countries and regions – the environmental impacts as well as capacity constraints are common problems, affording transnational solutions. Therefore, the Joint State Planning Department of Berlin-Brandenburg collaborates with the TRANSITECTS partners on studies and concepts supporting sustainable transports and spatial development.

As, from the view of the metropolitan region Berlin-Brandenburg, the Baltic-Adriatic Development Corridor has a high priority within the Trans European Transport Network (TEN-T), it builds a focus respectively an important background for the project partner's activities carried out in TRANSITECTS. In this sense, the Joint State Planning Department of Berlin-Brandenburg supports close linkages with relevant corridor initiatives. Especially the cooperation with the INTERREG IV B projects SCANDRIA (Scandinavian-Adriatic-Development-Axis) – and SoNorA (South-North-Axis) plays an important role. Furthermore, diverse activities aim at generating environmentally friendly transports from Scandinavia to the Adriatic Sea – especially by advancing combined transports. Several railway lines from North to South connect the Baltic Sea Region via Berlin-Brandenburg with the Adriatic region and ports. The aim is to transport cargo on short, innovative and resource efficient routes, intermodal nodes and sustainable networks.

Intending to use the existing north-south railway network efficiently, limited capacities of the traditional cross Alpine routes (Brenner line and Tauern axis) have to be overcome. Analyses therefore investigate further alternative routes via East Austria, West Hungary, as well as via Slovenia to Adriatic ports and compare challenges and results. Furthermore, an evaluation of transport requests will show potentials for new or improved combined transport services as well as block trains on north-south relations. It will be important to offer these services not only for container transports but also for other kinds of cargo and to allow direct access to metropolitan regions.

Until now, the possibilities of alternative modes of transport are not used sufficiently. Rail-bound solutions for cargo transports are very promising. The pilot projects will help to raise awareness and to improve their usability and sustainability.

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Catchment area RoLa

Long distance Rolling Highway (RoLa) from Bavaria to North Italy

A new attractive RoLa connection from Bavaria to North Italy should be developed and prepared to achieve a traffic shift from road to rail. For the shifting of goods to rail the potential of replaceable capacities for a RoLa must be recorded. In a market analysis relevant good flows between the economic zones Swabia and North Italy as source and target area will be investigated.

In order to find suitable infrastructure conditions for a terminal within the target area, the basic requirements for a RoLa have been defined; e.g. a minimum track length of 500 to 600 meters, sufficient shunting and parking areas and a good accessibility to the road infrastructure. After evaluating different infrastructures in Bavaria, a convenient area was found in Landsberg am Lech, Germany. The existing operational infrastructure shall be fully extended for a RoLa service. A daily RoLa to and from Italy is planned. In Italy the terminal Trento is defined as the source and target terminal.

The catchment area in Bavaria and Italy is settled and divided into three sections: a circle of 50 kilometers around the terminals, a secondary catchment area of 225 kilometers and a tertiary catchment area of 450 kilometers. Within one day a round trip should be possible by a distance of 225 kilometers.

In the next steps the operational concept with timetable, prices etc. will be finalised and a test train is planned in September. Due to a high potential amount of replaceable goods, the new RoLa connection could be a very good alternative to the road transport for forwarders, hauliers and loading agencies in the regions Baden-Wuerttemberg/Bavaria and North Italy.

Accompanied combined transport connections between South Germany and Northern Italy

A market analysis of freight flows between Lombardy and Southern Germany has enlightened that the modal split of freight transport is extremely in favour to the road. Therefore, pilot actions carried out in TRANSITECTS aim to reduce road related freight transports and to mitigate their negative effects. By developing new attractive accompanied combined transport products, the modal shift to the railway system will be fostered. Furthermore, the modal integration among road, rail and waterways will be enhanced. Stable discussion panels between terminal and logistic operators will help to improve the integration of sea port and inland intermodal terminals.

Currently, the partners are analysing connections between Lombardy Region and Bavaria respectively Baden-Wuerttemberg. Based on these analyses, possible origin respectively destination terminals are at the moment considered to be located in Ospitaletto (Brescia), Mantova, Cremona and Brescia, as far as it concerns the southern part of the connections. Routings through the Brenner (towards Bavaria and Austria) as well as through Switzerland (towards Baden-Wuerttemberg) are investigated.

Build upon a thorough analysis of the transalpine transport demand as well as on a complete survey of infrastructure and services in the involved territories, possible routings of new rail services will be defined in detail. Additional market research – e.g. dialogues with companies and associations – will help to evaluate the different alternatives and to estimate their expectable potential. Finally, for the most promising business cases, railway operators and terminals will be contacted. Commonly, business plans for the implementation of new accompanied combined transport trains will be developed.

ALOT, the Agency of East Lombardy for Transports and Logistics (in-house entity of the Provinces of Bergamo, Brescia, Cremona and Mantova) leads the work package on accompanied combined transport solutions. Additional expertise of Gruppo CLAS is involved and a close cooperation with other project partners is implemented.

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In focus: the Brenner axis

As transit traffic in Tyrol constantly rises, the Austrian Federal Ministry for Transport, Innovation and Technology (bmvit), Department Combined Transport and the Governmental Office of the Land of Tyrol, Department of traffic engineering, decided to become partner in the EU project TRANSITECTS and to deal in this context with the shift of goods from road to rail on the Brenner axis. The two partners focus on the acceptance of political measures to promote modal shift and the possibilities to initiate new combined transport services on Brenner/Arlberg.

Therefore, as a first step, the Institute of Transport Economy and Logistics of the Vienna University of Economics and Business has been commissioned with a "Feasibility study and economical evaluation of goods-specific, political measures to shift traffic from road to rail". This study contains comprehensive quantitative and qualitative surveys of loaders and shippers as well as an analysis of CAFT-data 2009 and a comparison of CAFT-data 2004 to 2009 (CAFT=Cross Alpine Freight Transport).

As a result of the ongoing study, several proposals for new accompanied or unaccompanied combined transport trains on the Brenner-axis shall be developed. One of them is for example the idea of a possible future unaccompanied combined transport train between Munich Riem and Bologna Interporto. According to the data-analysis and the survey, these terminals have an optimal geographical location and are both ideally linked to important transport connections. Therefore the offer between those terminals should be extended.

The next steps to be taken by the partners bmvit and Land of Tyrol are the finalisation of the study and the final elaboration of concepts for possible pilot trains in close cooperation with operators and relevant stakeholders.

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Freight train connections between Northern Italy and Eastern Europe

Intermodal transports from and to Italy's northeast

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At the latest since EU's eastern enlargement in 2004 the northeast of Italy functions as a gateway to access the growing potential of Eastern European markets. The region, its ports and terminals moved closer to the geographic centre of Europe. Today it already is an important origin, transit and destination region for north-south but as well for west-east directed transports and this function is expected to grow in the future. To limit negative effects of high traffic volumes, green transport solutions play an important role for the region.

To enhance the competitiveness of rail related intermodal transports in and beyond the region and to overcome with existing obstacles, the administration of the region Friuli Venezia Giulia uses the project TRANSITECTS to carry out a structural analysis which will reveal weaknesses and threats of the railway system. The analysis will identify bottlenecks and critical sections of the regional railway infrastructure. Furthermore, it will indicate characteristics of the rolling stock and its (limited) compatibility with railway networks in other EU Member States. Thus, it will show structural problems related to performance, capacity and technical characteristics of the existing railway system. Another focus of the analysis will be set on the implementation status of EU Directives on full interoperability of railway links. Related legislation processes in the involved Member States as well as their effects – e.g. in the form of adopted application regulations – will be investigated. Last but not least, the different national pricing systems for the use of railway infrastructures and intermodal handling centres are compared and evaluated.

The results of the analysis will contribute to promote the development and qualitative improvement of intermodal transport infrastructures in Central and Eastern Europe. Besides, it will identify potentials for the harmonisation of legal regulations regarding the interoperability of railway systems and thus help to enhance the transnational accessibility of the European railway network. Finally, it builds a basis for the development of a reference model, showing a suitable pricing system approach for rail related infrastructures – pointing out also the necessary support from public authorities.

Apart from the analysis, concrete pilot projects will help to improve intermodal rail transports from and to Italy's northeast. Unaccompanied as well as accompanied combined transports will be investigated. Geographically, the activities will focus on the link between Pordenone/Cervignano/Trieste (Italy) and Ljubljana (Slovenia) and thus on a main part of the connection between Friuli Venezia Giulia further on to Eastern Europe (Budapest/Bratislava).

The described actions carried out by the administration of Friuli Venezia Giulia flank political and strategic objectives of the region – mostly related to the further development of the Trans European Transport Network (TEN-T). They aim to support, enlarge and link the TEN-T priority projects 6 (Lyon – Budapest) and 23 (Gdansk – Vienna) and to bring forward related infrastructure projects. Concretely, the already existing agreement between Slovenia and Italy about the new railway line between Trieste and Divača shall be practically implemented. Furthermore, the connection between Klagenfurt, Udine and Trieste shall extend the "Baltic Adriatic Axis" and help to improve railway relations between Italy, Austria and Germany.

Verona and Rovigo: nodes in the logistic system of Veneto Region

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In the regional system freight logistic nodes constitute a highly distinctive element of logistics processes as well as fundamental drivers for achieving goals as intermodality and modal shift. An analysis carried out within TRANSITECTS by Veneto Region therefore aims to assess the potential and dynamics of central nodes in the region and to promote their interconnectedness and further integration into a Europe-wide network.

The assessment of development potentials is not only limited to the consideration of infrastructural endowment and accessibility, but also implies the exploitation of economic opportunities. In this pur-

pose, the involvement of the Association of Chamber of Commerce of Veneto Region (Eurosportello – Unioncamere Veneto) plays a key role. Thanks to its institutional role, Eurosportello builds a bridge between the economic and the public sector and provides the respective and necessary knowledge and experiences.

Veneto Region is industrially shaped and characterized by a dynamic production system. The region is situated at the crossroads of transnational transport axes and holds a port system that plays a gateway role towards the Mediterranean area and the Far East. The analysis, in this first phase, has been specifically concentrated on the nodes of Verona and Rovigo.

Verona "Interporto Quadrante Europa" has an outstanding relevance in the European context: its geographic location allows exploiting the potentialities of the further development of the TEN-T priority projects Berlin-Palermo (1) and Lyon-Ukraine (6). Moreover it is situated within an economic fabric which is characterised by high-performances and a strong orientation towards internationalisation; in particular with reference to the directions across the Alps. Among others, the analysis highlights some best practices in context of the further expansion of the node. E. g. it refers to the positive and dynamic involvement of private and public actors in the development of the new intermodal terminal (Compact Terminal).

"Interporto di Rovigo" is part of the main Italian waterway system. It is characterised by the presence of three transport modes: road, rail and inland shipping. The inherent possibilities are witnessed by recent developments, as those related to the transport of meals and grain.

Bulk loading in Rovigo

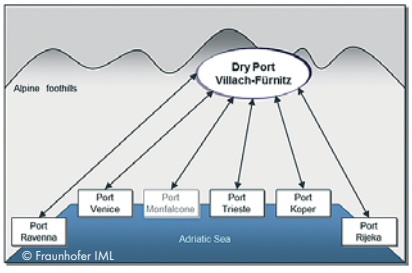
Combined Transport Terminal in Verona

Premium-Dry-Port concept for Villach-Fürnitz

A Premium-Dry-Port concept, which includes the Northern Adriatic Seaports Koper, Ravenna, Rijeka, Trieste and Venice (members of NAPA "North Adriatic Ports Association") was developed for the location Villach-Fürnitz within the project TRANSITECTS.

The NAPA-Seaports appreciate the location of Villach-Fürnitz because of its geographical position. A Premium-Dry-Port could offer to the NAPA-Seaports a location for bundling their activities and thereby for achieving synergies and providing more attractive offers to their customers. By channelisation of container traffic, further economic railway services from Villach-Fürnitz could soon be developed. That's why Villach-Fürnitz has the potential to position itself as a clearinghouse for the eastern arc of the Alps.

Two important axes of the Trans European Transport Network (TEN-T) intersect in Villach-Fürnitz. Even now Villach-Fürnitz is an important logistical node for transalpine traffic, since it has an optimal infrastructure and is connected to the TEN-T network.



Dry Port Villach-Fürnitz

An expansion of the terminal Villach-Fürnitz to a Premium-Dry-Port sustainably increases the importance of the region. The NAPA-Seaports are already interested in Villach-Fürnitz as a hinterland Dry-Port, since they expect a continuous increase of stock turnover by deliveries from Far East. Therefore, the ports will achieve their limit of space capacity. In order not to endanger the expected economic revival, the overloaded seaports search for concepts which enable an addition of capacity. Dry-Ports provide this additional capacity.

Villach-Fürnitz could take this chance and seize the interest of the NAPA-Seaports for the development of the location, which has already been planned for years. By implementing a shared Premium-Dry-Port for all NAPA-Seaports, Villach-Fürnitz distinguishes from other hinterland terminals and exclusive Dry-Ports in the region. The synergies generated by a shared Premium-Dry-Port give the NAPA-Seaports incentive to invest in the location, which strengthens Villach region economically. The operational implementation of the Premium-Dry-Port concept could be initiated by a "Letter-of-intent" between the NAPA-Seaports and the „Premium-Dry-Port Villach-Fürnitz".

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Baltic-Adriatic-Axis

Environmental benefits of combined transport solutions

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Developing a specific environmental model

To evaluate the impacts of the new train services developed in TRANSITECTS from an environmental point of view, a specific environmental model has been elaborated. The model that covers the Alpine Space region combines the typical structure of a traffic assignment model with dispersion model techniques.

A basic task for the development of the environmental model has been the definition, interpretation and standardisation of technical parameters to dynamically evaluate each pilot project implemented in TRANSITECTS.

In this regard technical references such as existing infrastructures or vehicles as well as the demand framework, socio economic parameters or data on the specific modal split, play an important role. Different parameters and coefficients have been tested, discussed with the project partners and finally integrated into the model. The respective emission volumes are calculated for a single container trip (Twenty-foot Equivalent Unit – TEU) for carbon dioxide (CO_2), nitrogen oxides (NO_x) and particulate matter (PM_{10}) along selected routes. The emission factors of the road transport are based on Corinair-Copert 5 Programmes and the HBEFA and take into account the respective EURO-class split on the considered corridor(s).

The model allows statements on the saving of transport related emissions for the individual pilot railway services. Input parameters needed for these assumptions are mode type and routing of the new train service in comparison to the road service to be replaced. This includes departure, arrival and intermediate stations and platforms as well as the length of sections with electric- respectively diesel-traction.

The results for the different modes are then confronted case by case and assess the specific impact on the environment. So far, the following intermodal services have been evaluated in detail:

- Accompanied Transport Service (RoLa) between Trento and Landsberg/Lech (see also page 4)
- Unaccompanied Transport Service Melzo – Ulm
- Intermodal Transhipment/Road Service Suez Channel-Trieste-Ulm respectively Suez Channel-Hamburg-Ulm

The methodology allows improving the know-how on both, methodological aspects as well as characteristics of algorithms and parameters, to consent the functionality of the environmental modelling tools.

TRANSITECTS at the "transport logistic 2011"

Midterm-conference TRANSITECTS:
"Innovative logistic solutions for combined transport"
The focus of the conference will be on accompanied and unaccompanied combined transport services which should be implemented until end of 2012. Among others, their positive ecological effects will be illustrated. Together with market players and politicians we will discuss the attractiveness of developed concepts.
Venue: Hall A4, Room A41/42 | Date: 10 May 2011, 2–6 p.m.

Cross-project-forum:
"Greening the European Transport Network"
Representatives of four EU projects (TRANSITECTS, BATCo, SCANDRIA, SoNorA) will discuss their specific approaches for environmentally friendly transports. Furthermore, synergies as well as common issues and demands that pave the way to a more efficient, sustainable and greener European Transport Network will be demonstrated.
Venue: Hall B3; TRANSITECTS Stand No. 313/416
Date: 11 May 2011, 4–5 p.m.

TRANSITECTS fair stand:
"Improving intermodal solutions for transalpine freight traffic"
Venue: Hall B3, Stand 313/416
Date: 10–13 May 2011

The TRANSITECTS project

Content:
16 Partners from 4 countries develop and promote intermodal solutions for transalpine freight traffic to offer reliable transport alternatives to the road.

Duration:
July 2009 to June 2012

Budget:
EUR 3.2 million, of which 76% EU funded (ERDF)

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