

SoNorA

South North Axis

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“ The SoNorA Project aims to help regions across Central Europe in developing accessibility in South North direction, between the Adriatic and Baltic seas. ”

Case Study Results

Results of SoNorA Case Studies for Logistics Nodes

Q&A

What importance do logistics nodes represent for the SoNorA network?

SoNora's work on the definition of network connections has reached an important milestone, with the completion of the case studies on nodal planning. These case studies, which span 5 countries and TEN-T infrastructure backbone, analyse the potential for specific, primary nodal expansion with pre-feasibility for these investments. The case studies define the technical needs and associated interventions for the relevant nodes. These case studies form the basis of the on-going analysis for the readiness for deployment of the nodal investments and the critical areas to be addressed (O3.5.8). All of this analysis will form the basis for the proposed steps for deployment of the relevant nodes (O3.5.9).

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Case Study Results

Results of SoNorA Case Studies for Logistics Nodes**Q&A****What has been analysed to-date on the priority nodes for the SoNorA Network?****Slovenian Case Study: Comparative Analysis Of Hinterland Logistic Nodes (O3.5.2).**

This national level analysis, addresses both primary existing multimodal logistics nodes (i.e. Koper, Celje, Maribor, Sežana, Ljubljana) as well as the potential for new nodes, focuses on the development potential of freight flows and their implications for Slovenian logistics nodes. The analysis identifies different development approaches and strategies (including development of logistics nodes in economic centres, in connection to commercial/business zones, in the areas of industrial tracks and development of the logistics node – river port on Sava River).

Czech Case Study Of The Lovosice Area: Analysis Of Selected Nodes For Future Investments (O3.5.3).

This business case study focuses on the improvement of operational efficiency of the intermodal terminal in Lovosice – an active bi-modal transport terminal with public access located in North Bohemia (Ústecký kraj). The case study analyses and forecasts the potential of the Lovosice terminal, proposing improvements for the efficiency of its operations, identifying the most appropriate alternatives, and elaborates the relevant business case to support the implementation of the proposed measures. This particular node is considered important in supporting the industrial activities in North Bohemia.

Polish Case Study West Pomeranian: Szczecin Railway Bypass Connection To A20 (O3.5.4).

The case study concerns evaluation of possibilities of new railway bypass construction, which can connect existing railway sections and side tracks in the Szczecin Agglomeration, in order to accommodate necessary railway improvements for a competitive modal split as well as to ensure appropriate dangerous goods transport (chemicals). An important option includes the ability to shift freight traffic onto future bypass so as to allow passenger traffic on the existing urban route. The case studies analyses two development options taking into account current and future, positive and negative implications of the different options. The study identifies the utility of further works on the bypass concept, especially in the definition of the itinerary, elaborating the feasibility study, and integrating the concept into strategic documents and spatial development plans.

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Case Study Results

Results of SoNorA Case Studies for Logistics Nodes**Polish Cast Study Of Port Szczecin:
Upgrading Access From Water (O3.5.5).**

This case study examines the pre-feasibility of deepening the port's fairway up to 12.5 m (with relevant technical and navigational infrastructure adaptation, as well as adapting the depth of the port basin and turning basin) so as to allow for the servicing of large vessels. This investment is based upon an analysis of Szczecin port's foreland and hinterland trend in cargo flows, assessment of its competitive position, and a SWOT analysis of the port's perspectives with and without the deepening. The case study concentrates on two primary aspects for assessing the pre-feasibility of such a deepening:

- Hydro-technical and navigational conditions of the vessel passage along Świnoujście-Szczecin fairway, so as to determine "the maximum vessel" size considering manoeuvring space;
- Operating, logistics, economic and social conditions to substantiate the deepening of the fairway to 12.5 m.

**Austrian Case Study in Carinthia:
Villach – Furnitz – Multimodal Node
Analysis (O3.5.6).**

This case study analyses the pre-feasibility for the establishment of a cargo terminal (combined cargo) at Villach-Fürnitz for national and transnational goods flows. The case study focuses on the business and economic aspects of the node development, including cost and benefit analysis, capacity, potential and potential positioning strategies. This analysis goes beyond the direct nodal consequences and includes the expected stimulation effects on businesses in the region (especially on production industry and logistics service providers).

**German Case Study: Berlin –
Brandenburg International Transport
Node (O3.5.7).**

This case study provides a detailed analysis of the berlin-brandenburg region in terms of development potential as a freight hub. The analysis is based upon historical and predicted foreign trade exchanges, as well as freight flows within the region. The analysis includes the identification of potential business locations for the hub (i.e. regional added value) and preferred selection of the location of the berlin-Brandenburg hub.

Q&A

Where can I obtain additional information on the Nodal Case Studies?

For additional information, please consult the SoNorA website: <http://www.sonoraproject.eu/> and look for the upcoming deliverables with the nodal findings: Overview of priority node potential and pre feasibility on investments (O3.5.8) and Guidelines from Priority Nodes (O3.5.9).

Please contact us for more information.



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Study Results

Results of Railway infrastructure investment studies within the SoNorA area.

What role do railway infrastructure investments play for the future of the SoNorA area?



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SoNorA has completed its analysis of key pre-investment rail case studies, which have transnational implications on network functioning.

Each of the pre-investment studies prepared have focused on different aspects.

- ◆ Berlin (Germany) – Prague (Czech Republic) section case study (O4.6.3) focuses on determining the railway line route between Prague and Dresden and explores the potential increase in track speed between Dresden and Berlin;
- ◆ Klagenfurt – Villach (Austria) section case study (O4.6.2) addresses the impact on the region's accessibility (including a network analysis and comparison of different possible rail links; International/national/regional needs assessment, as well as a prioritisation of solutions based on impact assessments); whereas
- ◆ Chojna – Rzepin (Poland) section case study (O4.6.4) emphasises the economic and financial effectiveness of the modernised line (including an analysis of the realisation schedule and durability; final beneficiaries; description of legal and institutional issues associated with investment execution)

What are the commonalities across the case study results?

Nonetheless, a common factor of all the projects is the fact that they are complementary with regard to other undertakings, already approved for implementation. Non-implementation of the aforementioned may mean a deterioration of the overall investment effectiveness. The search for solutions facilitating overcoming of obstacles to the development of infrastructure and avoiding delays is one of the primary objectives of SoNorA (WP4).

The execution of the aforementioned undertakings shall become a part of the Europe 2020 Strategy objectives, given their strategic character and key significance in the effective functioning of the whole transport system in the European Union. If these investments are not realised in the indicated rail sections, passenger and cargo flows are likely to be dominated by road transport, characterised by a significantly higher CO₂ emission level than rail transport. Whereas the implementation of the analysed investments would reduce adverse impact on the environment, due to an increase in the use of road transport for the carriage of the relevant transport flows.

What benefits would the investments have?

Implementing the investments would bring about numerous benefits, both regional and supra-regional. Some examples include: an increase in employment during implementation of the investment; improvement in accessibility; increase in the mobility of the inhabitants, increase in the proportion of rail transport as compared to road transport; enhancement of interregional and international links; improvement in the investment attractiveness of the areas through which the new or modernised railway lines run; facilitating access to new job markets, attractive tourist spots and service centres for the local populations.

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Study Results

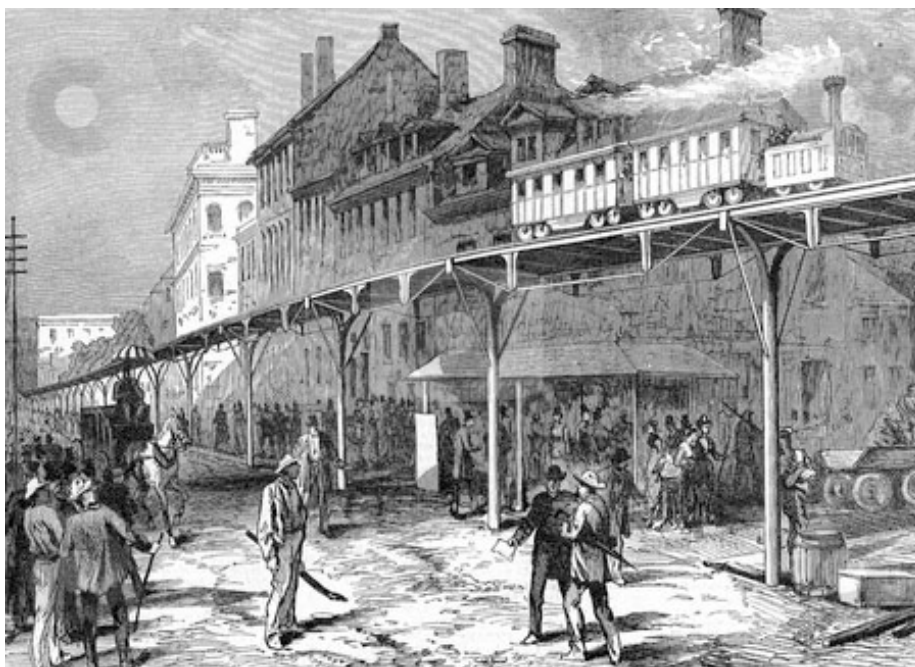
Results of Railway infrastructure investment studies within the SoNorA area, continued.

How Important is the Investment Context?

Each of the analysed investments should be considered wholly, as the enterprises constitute a part of the scope of modernisation processes of entire transport streams. Therefore, full implementation is required, for the entire relevant rail sections, in order to achieve the full forecasted benefits and the set objectives. Moreover, these discussed interventions are complementary to the other planned investments within the SoNorA area, and therefore, the network and knock-on effects can only be realised through a comprehensive implementation. Such a method for implementing shall contribute to the increase of the share of rail transport within the freight carried in the transport streams under discussion, which is in accordance with sustainable development, constituting one of the pillars of Europe 2020 Strategy.

How important is joint regional support of the investment programmes?

In those areas where investments are located within the areas of several regions, the active participation of all the regions is essential for the creation of the shape of the project. This is of particular importance with regard to investments, which foresee the course of railway lines partly or entirely along new routes. In the event of such undertakings, it should be in the interest of the given region for the railway line to take an optimal course, performed not only due to the possibility of achieving significant regional benefits, but first and foremost taking into consideration the possibility to minimise the negative impact on areas of particular tourist and natural (especially Natura 2000 areas) character, as well as densely populated areas.



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The fact that attempts to maximise regional benefits should not limit the possibilities of achieving supra-regional benefits in the future is also worth highlighting. This means, that taking into consideration the interest of a region, does not diminish the operational effects of the planned undertaking nor lead to an increase in spending, incommensurable to the marginal expected benefits.

Where Can I Obtain Additional Information On The Rail Pre-investment Case Studies?

For additional information, please consult the SoNorA website <http://www.sonoraproject.eu/> and look for the upcoming deliverables with the pre-investment findings: Pre-investment Case Studies Lessons (O4.6.5).

Please contact us for more information.



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SONORA UNIVERSITY THINK TANK:

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University Think Tank

What is the SoNorA University Think Tank?

One of the unique approaches to the SoNorA project includes the development of a university think tank, which brings together scientists from the region to discuss and debate current thinking on primary project topics. In this way, the project is able to garner additional input and insight from esteemed researchers on related work. Moreover, a central part of the Think Tank focuses on the review of 24 core outputs of the SoNorA project; this scientific review process includes ex-post-analysis and best-practice identification.

The first think tank was organised in February of 2009 while the 8th think tank (and most recent) was held on the 16th of June 2011 in Szczecin (Poland).

University Think Tank

Who participates in the SoNorA University Think Tank?

Up to now, more than 30 transport and spatial planning scientists from all over Central Europe (and beyond) have contributed to the SoNorA University Think Tank, including (in chronological order of participation in the network):

- ◆ University of Applied Sciences Erfurt, DE (PP25)
- ◆ Budapest University of Technology and Economics, HU
- ◆ Dresden University of Technology, DE
- ◆ Széchenyi István University of Győr, HU

- ◆ Institute for World Economics of the Hungarian Academy of Sciences, HU
- ◆ Gdańsk University of Technology, PL
- ◆ University of Žilina, SK
- ◆ Technical University of Applied Sciences Wildau, DE
- ◆ COWI Polska, PL
- ◆ Roskilde University, DK
- ◆ INFRASTRUKTUR & UMWELT Professor Böhm und Partner, DE
- ◆ Technical University of Berlin, DE
- ◆ University of Maribor, SI
- ◆ Leibniz Institute for Regional Development and Structural Planning, DE
- ◆ Royal Institute of Technology, SE
- ◆ Institute of Logistics and Warehousing, PL
- ◆ University of Pardubice, CZ
- ◆ Università degli Studi di Trieste, IT
- ◆ Municipality of Trieste, IT
- ◆ Complex Transportation Networks, IT
- ◆ Fraunhofer Institute for Factory Operation and Automation, DE
- ◆ Scheller Systemtechnik, DE
- ◆ Transport Research Laboratory, UK
- ◆ University of the West of England, UK
- ◆ Polis, BE
- ◆ Slovak University of Technology, SK
- ◆ Swedish Transport Administration, SE
- ◆ National Technical University of Athens, GR

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SONORA UNIVERSITY THINK TANK:

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University Think Tank

What have been the themes of the SoNorA University Think Tank?

The conference topics initially focused on transport infrastructure, the transport networks and core networks in Central Europe between the Adriatic and the Baltic Sea. In later conferences, additional emphasis was placed on the effects of transport infrastructure on regional development. Conference topics have also addressed transport service topics, such as logistics, cargo with a particular focus on rail freight and inland waterway freight in Central Europe.

The most recent think tank included the specific topic of: Transport And Its Effect On The Environment. This event discussed the inter-relations between administration policies (at all levels) and the necessary role of transport in meeting environmental objectives. Not only the European Commission (with its new White Paper on Transport) is highlighting these important and mostly problematic effects of transport on the environment and the global and local climate: Many – but not enough – national, regional and local governments are now having climate protection strategies and environmental programs. Transport has or should have a crucial part within these strategies. It also includes sustainable transport, which is not necessarily identical with environmentally friendly transport, as environmental sustainability includes social and economic sustainability. Green corridors were also specially highlighted, as

part of the new concept for rail transport corridors with reduced impacts on nature.

In the following we describe further details on the content of the conferences of the last two years.

1st Conference, Prague, Czech Republic, 12th of January 2009

The first conference was the set-up of the SoNorA Think Tank network, where the present institutions presented their background and interests and discussed possible contributions for the SoNorA project. The Think Tank members decided a draft agenda of the topics of the planned Think Tank conferences, where in the course of the project over 30 scientists from all over Europe would present their ideas and concepts. Already in the first conference a presentation was made on the continuation of the European transport network to Eastern Europe, with a conclusion that these extensions are currently mainly east-west oriented and thus that the south-north connections have yet to be optimised.

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University Think Tank

SoNorA University Think Tank: Conferences 2 to 5..

2nd Conference, Gdynia, Poland, 16th of June 2009, on “Transport infrastructure between the Adriatic and the Baltic Sea”

During the second conference the presentations and papers were dealing with the opportunities and challenges of an improvement in south north oriented infrastructure, between the Adriatic and the Baltic Sea. The differences of national and European objectives were discussed, as well as the historic east-west bias in many Central European countries, and the current level of associated environmental problems. Existing challenges to the increased investment in transnational infrastructure include: low demand for multimodal infrastructure, low revenue and high costs. The possibilities for the realisation of specific railway sections were discussed, as well as the role of the European instrument of Trans-european networks on the development of transport infrastructure in Central Europe. Furthermore, aspects of the harbour-hinterland connection of ports, the inclusion of certain regions in the south-north network as well as the freight transport demand were analysed by the authors.

3rd Conference, Potsdam, Germany, 11th of November 2009, on “TEN-T core network. National and international railway policies”

In Potsdam, the papers addressed the possibilities for defining and creating a Central European core network within the Transeuropean network of transport (from South Ports in the northern Adriatic, to Denmark and the Ukraine). It was stated that rail freight in the EU is 4 times less efficient than in China and 20 times less than in the USA and thus it could be useful to shift more infrastructure responsibility to the EU. The case of a high-capacity southern railway link to Central Europe, as well as new tools for rail freight decision support, and the effects of the huge amount of empty container return trips were presented. Furthermore, aspects of European and national railway policies – the Polish and Slovak policies in depth – were discussed in articles.

4th Conference, Portorož, Slovenia, 25th of February 2010, on “Infrastructure, society, trade, and regional development”

In the beginning, some general reflections on regional development and economic growth were made: What is regional

development? Is regional development equal to economic growth? How to define regional development above and beyond economic growth? Regional development is more than economic growth. Even regional economic development is more than economic growth. Economic growth could lead to shrinking employment. Regional economic development includes the employment situation, economic diversity, etc. Regional development includes education, innovation, health situation, environment, road safety, cultural heritage, housing conditions, quality and pace of life, etc. This should be kept in mind for conclusions about effects of transport infrastructure. Furthermore the relative importance of transport infrastructure investments, and their spatial impacts and effects, were described and discussed, as no definitive conclusion exists on the impact of transport infrastructure on economic growth. There are almost no ex-post studies about impact of transport infrastructure, generally given its political implications. The role of protectionism (i.e. to ensure that local companies can profit from raising economies of scale and can stand the competition of the core areas) was discussed.

Additionally some papers and presentations dealt with the knowledge potential of improved societal and knowledge connections, system dynamics in transportation, as well as the strengthening of Mediterranean ports.

5th Conference, Erfurt, Germany, 17th of June 2010, on “Railway logistics and rail cargo”

The papers dealt with logistic centres and their economic effects, with the analysis of rail cargo potentials in areas with low demand, and with the new role of rail freight companies in logistic chains. In many cases, after fragmentation due to privatisation, a newly organised seamless solution, which can address regional needs, is required.

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University Think Tank

SoNorA University Think Tank: Conferences 6 to 8.

6th Conference, České Budějovice, Czech Republic, 15th of October 2010, on “Future of rail and inland waterway freight”

The papers addressed railway freight transport along the corridors of Scandinavia-Germany and from Central Europe to South-East Europe, as well with east-west transport in general. As a detail SoNorA has to decide how to deal with the planned Fehmarn crossing. In general, there are still very high technical and institutional barriers in the European rail network. The second part covered the perspectives of inland waterway freight transport in Central Europe and the topic of river transport planning. The perceived existence of cheap and low energy inland waterways was discussed, underlining the gap in proof for these concepts. The necessity that rail and inland waterway transport should represent complementary solutions (as opposed to competition between these two modes) was underlined. The difficulties that the Danube faces (as compared to the Rhine) as a dominant transport river were discussed. Factors influencing the reliability of inland waterways were examined.

7th Conference, Trieste, Italy, 17th of February 2011, on “Harbour hinterland transport and connections”

The authors discussed problems and prospects of the railway market for the gateway to the Northern Adriatic, the issues facing the introduction of an intermodal transport routing information system and a methodology for the estimation of port capacity as a function of road network constraints. The focus of port investors on Gulf of Trieste as a European gate for containers, while the specific problem of near state borders (and thus near railway borders) exists in terms of an “efficient continuity” of railway services; the necessity for steps to minimise border effects should be taken. Furthermore, a port development model was discussed based on logistical resources, as well as the possibilities to improve the cubic capacity of international transportation by rail (especially in the Fran-Scan intermodal corridor).

8th Conference, Szczecin, Poland, 16th of June 2011, on “Transport and the environment”

The papers dealt with the possibilities to encourage environmentally friendly travel behaviour and the aspect of

sustainable mobility in the new EU transport White Paper. It was stated that awareness of the impacts of travel behaviours should be increased and people tend to feel and behave differently when information is presented in terms of gains or losses, while people respond stronger to losses rather than gains. We should move from the weak sustainability concept (environment/economy/society interlinked but next to one other) to the strong sustainability concept (i.e. where economic sustainability is part of social sustainability and both are part of environmental sustainability). Furthermore sustainability should include intergenerational and interregional aspects.

Then it was discussed whether the integration and improvement of transport infrastructure in the EU induces more consumers of transport services and thus leads to more environmental damage caused by mobility of goods and persons. It was also shown that cheaper measures in the transport sector (such as visibility, information, park&ride, etc.) are important while the focus only on infrastructure within the transport policy was criticised.

The second part of papers described the concept of Green Corridors, firstly focusing on the “SuperGreen” project, then on the Swedish Green Corridor initiative. In the SuperGreen concept, the following indicators were included: Relative transport cost (to the user), transport time, reliability (on-time delivery), frequency of service, CO₂-eq. emissions, SO_x emissions. Debate focused on how investments (both what we do and what we do not do), affect us, and future generations; attention was placed on how investments can also address multiple important aspects including ideas, infrastructure, behaviour etc. The next paper presented a transport model for the region around Vienna and Bratislava as a part of the south-north corridor. Finally the last paper dealt with a project aiming to characterise the accessibility of ports in the Scandinavian-Adriatic corridor.

Where do I get additional information?

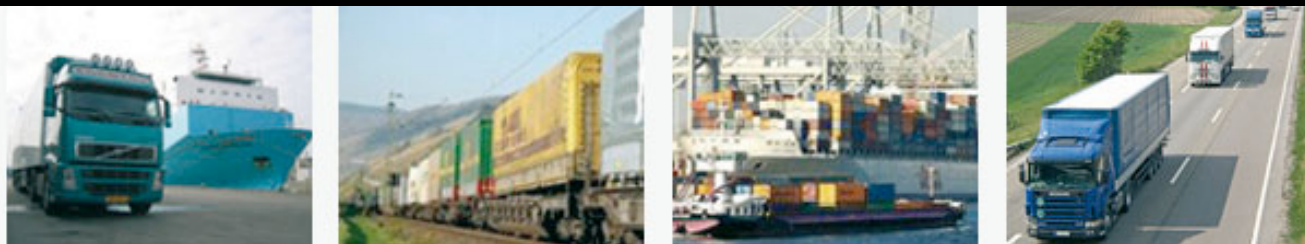
The SoNorA website <http://www.sonoraproject.eu/> includes a dedicated section on the university think tank, with downloadable content (such as presentations, and proceedings). For additional information, please contact attila.luetmerding@fh-erfurt.de.

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Upcoming Events

SoNorA Project's 9th Consortium Meeting

Open Plenary Session: The role of the Regions in the planning process

DESCRIPTION:

The 9th SoNorA Consortium Meeting will focus on the finalisation of the remaining project output and the remaining steps for finalising the outstanding core outputs.

Within the meeting, the Open Plenary Session will feature key speakers whose focus will be on the important role of regions within the planning process at both the local and the European level. This session is open to international and local participants as well as project partners.

DATE: Open Plenary Session: Thursday 20th October, 11.30 – 13.00. Consortium Meeting: 19 - 20 - 21 October 2011

TARGET: International Audience and Project partners

PLACE: Aula Magna, Emilia-Romagna Region, viale A. Moro 30

LOCATION: Bologna, Italy

2nd Slovenian National Workshop: The future of the TEN-T network and the Slovenian transport infrastructure.

DESCRIPTION:

This workshop will focus on the presentation of the Sonora project results, the new TEN-T network proposal, the role of Slovenia in the EU transport network, and the future plans for the slovenian transport. Presentations topics include the new railway systems in Slovenia.

DATE: 26 October 2011

TARGET: National Audience

PLACE: Congress Centre Portus, Portorož

LOCATION: Portorož, Slovenia

Final Regional Economic Cooperation Workshop: Regional perspectives between Scandinavia and the Adriatic Sea Greening Transport– Sustainable Logistics - Renewable Energies.

DESCRIPTION:

The Final regional economic workshop will be focused on the following topics:

- ★ How important is economic cooperation for the joint growth of Europe's regions?
- ★ How effective is the combination of diverse transport networks and areas of cooperation connecting Scandinavia with the Mediterranean Union?
- ★ What are the key measures to support transnational cooperation and to make them sustainable, as well as independent from external funding?
- ★ How can we contribute to strengthening economic cooperation with a European approach?

DATE: 3rd November 2011, 10.00 – 16.30

PLACE: Ludwig Erhard Haus, Chamber of Commerce and Industry Berlin

TARGET: International Audience

LOCATION: Berlin, Germany



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Upcoming Events

Second SoNorA National Workshop in Poland will be organised in the framework of Open Days 2011 Local Events.

DESCRIPTION:

The West Pomeranian Region (WPR) is holding the SoNorA National Workshop to discuss North South connection issues including:

- ★ SoNorA Case study results on, *inter alia*, the development of inland waterways and railway networks, environmentally-sensitive planning, consensus building and alternative financing of infrastructure investments.

- ★ Green corridor concept.

- ★ Round table discussions focused on future cooperation and initiatives between the regions to support the development of transport.

DATE: 29th November 2011

TARGET: International Audience

LOCATION: Warsaw, Poland

Stay tuned for...

The 2nd Austrian SoNorA National Workshop in conjunction with the 1st SETA National Workshop.

DATE: January 2012

TARGET: National Audience

LOCATION: Vienna, Austria

For further information please visit the project website: www.sonoraproject.eu

We would like to thank everyone for their contributions, in particular:

- West Pomeranian Region, Marta Ciesielska
- Fachhochschule Erfurt, Attila Luettmerding

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For further reading, please visit the website at: www.sonoraproject.eu

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