Project Newsletter #7

Rail4Regions is an Interreg Central Europe project that is aiming at improving the access to the European rail freight networks. Twelve project partners are developing solutions to optimise regional rail lines and access points and create action plans to encourage the uptake of their solutions in regional development plans.

Visit our Website

Join our Policy workshop on September 19th, 2024

With the finalization of the project's first work package, Rail4Regions partners aim to present the **White Paper** that summarizes how identified bottlenecks in rail freight transport in Central Europe can be addressed with solution-oriented proposals. The online event takes place on September 19th, 2024, starting at 10 a.m. CET.

Registration & Event information

New Terminal and Railway Station for the Port of Trieste at Servola

Servola, located in the southwest of Trieste (Italy), has a long industrial

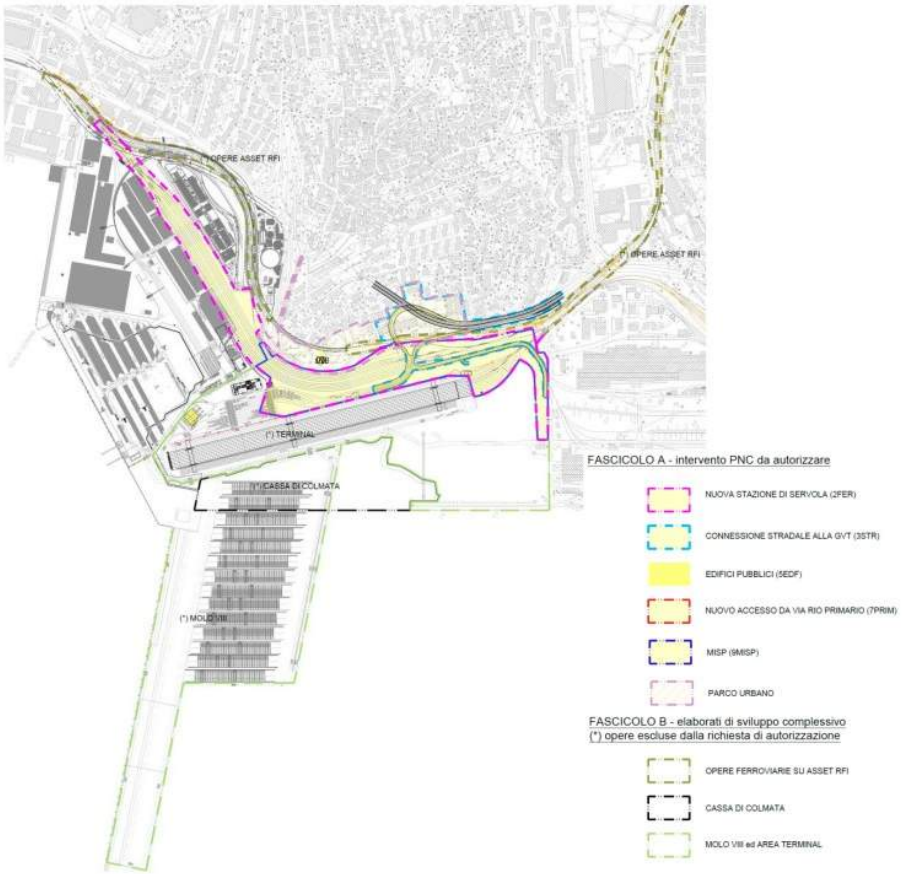
Molo VIII, designed to replace the former Ferriera di Servola, will be a

history tied to the Ferriera di Servola, a steel plant specializing in pig iron production. However, the area of the Ferriera was permanently closed in 2020, due to an agreement to redevelop the site. This redevelopment marks a new phase for Servola and represents a crucial opportunity to enhance the competitiveness of the Port of Trieste, transforming it into a sustainable and highly efficient logistics hub.

The expansion project of the Port of Trieste at Servola is a key element of the broader AdriaGateway Project, a series of priority infrastructural works for developing the southeastern part of the port. Two major projects are emerging within this context: the construction of Molo VIII and a new railway station dedicated to freight traffic.

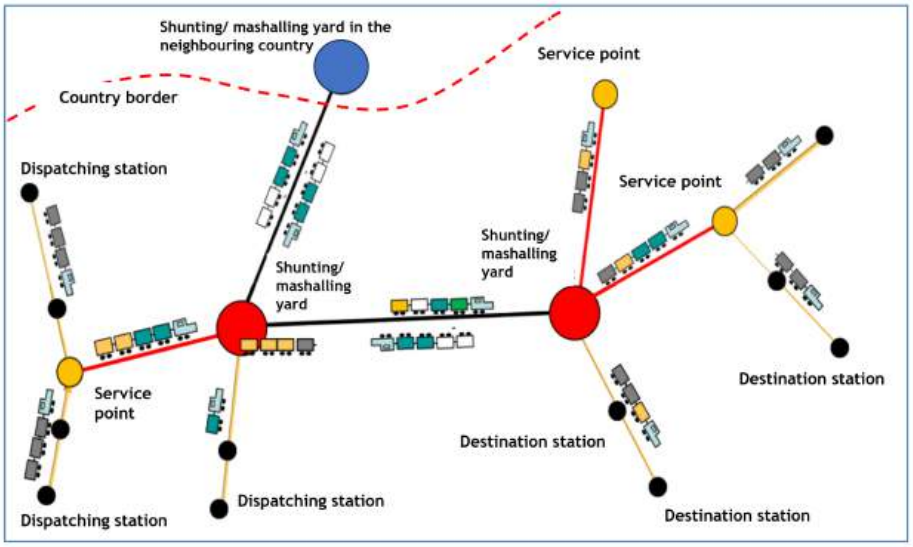
container terminal intended to accommodate large cargo ships. Work on Molo VIII is underway and expected to be completed by 2029. This new terminal is crucial for increasing the Trieste port's capacity and improving cargo handling efficiency.

The new Servola Railway Station, which will be a fundamental part of the future Molo VIII, is scheduled to be completed by 2026. This new freight railway station will be designed to handle trains up to 750 meters long, significantly improving railway connections to the future container terminal. The railway infrastructure being constructed will later be connected to additional tracks (sidings) to be built by terminal operators, forming the loading and unloading areas for the trains.



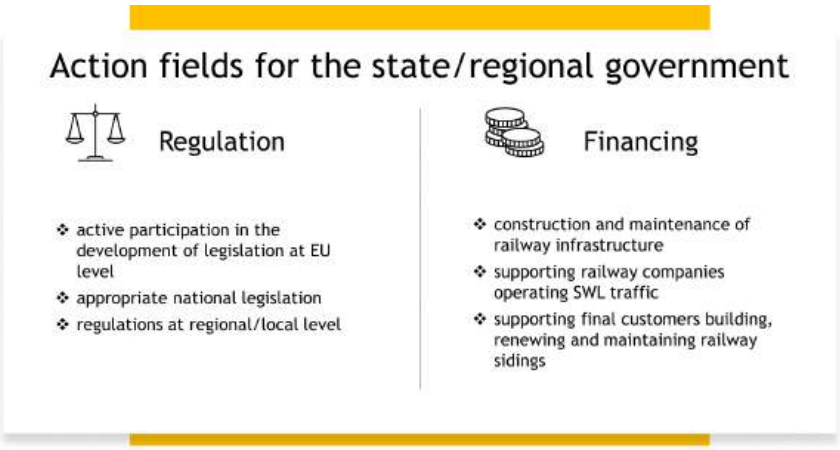
Solutions for increasing single wagonload transport are in the making

Rail Cargo Hungaria, the University of Žilina, the Institute of Traffic and Transport Ljubljana and Małopolska Regional Development Agency joined forces to author a document containing solutions and action proposals aimed at increasing single wagonload transport.



The four project members have already examined the challenges facing single wagonload transport in a former analysis to which they are now proposing solutions. Naturally, this does not mean that they came up with the only possible scenario to save the sector. All stakeholders: policy- and decision-makers, infrastructure managers, railway undertakings and the clients themselves can take minor or more significant measures to make sure that 1-2 wagon loads of goods are transported by rail rather than by road.

The aforementioned project partners will present these proposals to the stakeholders of their own countries/regions in a series of workshops during the autumn. These workshops will provide an opportunity to discuss the proposed solutions, and the stakeholders' opinions and suggestions voiced at the workshops will be collected and processed to produce the Green Paper, a collection of the final solutions.



Shifting Freight Transport from Road to Rail: A Key Opportunity for Europe

Shifting freight transport from road to rail is a key opportunity for the European Union to significantly reduce CO_2 emissions and energy consumption, leading to a better quality of life and greater independence from fossil fuels in Europe.

To prevent the decline in rail's share and to shift freight from road to rail, it is essential to revitalize and develop industrial sidings. Industrial sidings significantly contribute to the efficient and environmentally friendly transportation of goods without changing the mode of transport. An industrial siding provides a company with direct access to the public rail network, enabling efficient rail freight transport. Consequently, goods can be transported directly in door-to-door transport: punctually, reliably, and in an environmentally friendly manner.

Within the Rail4Regions project, the team of partners, led by the Institute of Traffic and Transport Ljubljana, has developed a decision-making tool for industrial sidings. This tool is designed to assist spatial and transport planners, as well as other agents of regional economic development, in optimizing the use of industrial sidings. The tool aims to simplify complex decision-making processes, improve the quality of decisions, and reduce uncertainty. The partners have also outlined the pilot action approach to test the tool in Slovenia.

Freistaat Thüringen Ministerium für Infrastruktur und Landwirtschaft

Meet our Lead partner, Thuringia's Ministry for Infrastructure and Agriculture, Germany

With the adoption of the Thuringian Climate Act, the Thuringian state government has committed itself to significantly reducing greenhouse gas emissions by 60 to 70 percent by 2030 compared to 1990 levels. Decarbonization in the transport sector, which is responsible for around 25 percent of all greenhouse gas emissions in Thuringia, can make a significant contribution to this. With this in mind, the Ministry for Infrastructure and Agriculture of Thuringia, which is also responsible for transport as well as regional planning, therefore acts as the Rail4Regions project’s lead partner.

As over 460 km of railroad lines have been closed in Thuringia since reunification, the TMIL is currently working on determining the potential for reopening some of these lines for freight and passenger transport. Investigations include the „Ohratalbahn“ Gotha-Ohrdruf-Gräfenroda, „Pfefferminzbahn“ Straußfurt-Sömmerda-Großheringen, „Rennsteigbahn“ Ilmenau-Rennsteig-Themar and „Werrabahn“ Coburg-Südthüringen and their access points.

The results of the project will strengthen spatial planning capacities in Thuringia to better align spatial development, including the planning of industrial areas, to freight rail capacities. At the same time, transport planning will explore opportunities how disused branch lines and sidings can be used again for rail

freight transport, and where additional or expanded loading facilities improve rail accessibility for companies with rail-compatible goods.

Photos in the article above: (c) Klaus Bongartz