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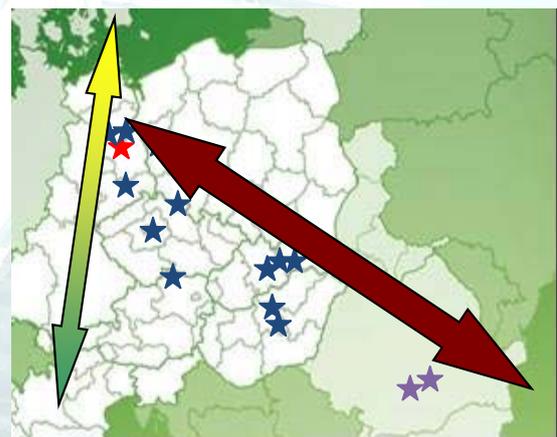
EDITORIAL

Dear Readers,

This is the first newsletter of the INTERREG project **FLAVIA**. The authors want to inform regional stakeholders, transport experts, operators and the public about the aims and the progress of the project using the newsletter format.

What the project is dealing with? Analyses of successfully implemented INTERREG projects (ECO4LOG and INTERIM) have shown different problems of intermodal terminals, market players and cross border procedures.

Therefore, **FLAVIA** deals with the corridor logistics from Central Europe (CE) towards South-East European (SEEC) and Black Sea countries and involves partners from Austria, the Czech Republic, Germany, Hungary, Poland, Romania and Slovakia. This will be done in co-operation with the transport axis projects SoNorA and SCANDRIA.



Legend:
Development axis: green/yellow: SoNorA/SCANDRIA
Dark red: FLAVIA
★Locations of FLAVIA partners

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Improving logistic flows among the involved regions will contribute to the integration of markets in the enlarged European Union. Intermodal freight transport connections in the corridor are insufficient but urgently needed for more and efficient import and export.

FLAVIA addresses the following problems in intermodal freight transport:

- Low modal split of rail and waterway
- Increasing road congestions
- Big delays of freight trains at borders
- Obsolete terminal technique
- Mental barriers of market players against intermodal transport

The project intends not to develop a new “spatial planning corridor” or a specific road or rail connection.

The approach of the project is oriented on logistic processes to improve intermodal cargo flows instead of the building of new infrastructure. This can avoid or concentrate investment funds. Through the logistical approach and instruments being used (like e.g. benchmarking, accessibility analyses, running time and bottleneck analyses, implementation of quality standards) new and innovative measures for a better interconnectivity of the regions will be developed and implemented.

Also the exchange of know-ledge and the promotion of best-practice are elements of the project.

Main activities in terms of work packages are:

- **WP3 (Trade and transport between CE and SEEC)** will consider logistic flows and chains, network and organisational barriers, security aspects and finally visualise bottlenecks in an IT tool.
- **WP4 (Quality and efficiency increasing of logistic chains)** will transfer best practice in rail and inland waterways transport, elaborate action plans for logistics to remove bottlenecks, elaborate concepts for intermodal security and efficiency and establish institutional pro-rail and intermodal terminal alliances.
- In **WP5 (Capacity building and pre-feasibility studies)** more than 10 pre-feasibility studies will be carried out to support inter- / multimodal freight transport in the **FLAVIA** logistic corridor.
- The Southern endpoint of the **FLAVIA** corridor in Romania also does not mark the final destination of the considered logistic flows and channels. Therefore in **WP6** an **extension** of the corridor is foreseen **towards the Black Sea bordering and TRACECA countries**. Main goal of the extension process is the establishment of cooperation structures in the fields of trade and transport.



FLAVIA clears the line for intermodal transport

INTERVIEWS

Dr. Maciej Stajniak



Dear Dr. Stajniak, how is the situation regarding intermodal transport in Poland?

M.S.: Intermodal transport in Poland depends on European transport policy that aims to transport harmonization and liberalization. The need of development of intermodal transport in Poland is caused by the dynamic growth of total transport volume and changes in its structure – from freight of mass raw materials to highly processed goods. Unfortunately, lack of specialized intermodal transport infrastructure is the key barrier in rail participation in container transport growth and growth of Polish role in intermodal transit transport.

What kind of improvements would help (infrastructural, organisational...)?

M.S.: The main measures improving the intermodal transport might be:
Modernization of rail lines AGTC, decreasing of regular fare time of trains with intermodal units, Assurance of rail fare schedules, connections monitoring and assurance of up-to-date information about dispatched goods, flexible pricing and discounting policy of PKP, national subsidies for intermodal operators and tax allowances for market actors involved in intermodal transports.

How can ILIM support the process of the FLAVIA corridor development?

M.S.: Institute of Logistics and Warehousing is highly engaged in realization of a number of European projects aiming at common creation of pan-European transport corridors and freight freeways. These are the following projects: CORELOG, DIFFERENT and KASSETS. The experience achieved within the above mentioned projects may contribute to the development of the idea of **FLAVIA** corridor in Central Europe.

Dr. Zoltán Doór



Dear Dr. Doór, Hungary is an important crossing point for intermodal freight transport in Central Europe. What measures are planned to strengthen this position also in the future?

Z.D.: The Government puts emphasis on the development of multimodal transport and inland waterway as well – proud to mention Győr -Gönyű Port, that was opened 12th of Sept. 2010. To use the existing hubs more efficiently and provide the logistics market with the necessary offers of transshipment and storage capacities needs the continuous monitoring of all hubs.

What chances/problems do you see to improve the rail/waterway freight connection to the Black Sea?

Z.D.: The big chance is a tighter cooperation of the participating states and a coordinated infrastructure and communication along the rail route. Problems and bottlenecks are e.g. the train velocity in Hungary and Romania, security and safety issues, the solution of those would let grow the reliability and hence the confidence in rail freight transport. The concerned inland waterway is Danube, and sorry to say, but the navigability of our main river became a political issue – so it has to be solved on the highest governmental level.

Which role can business associations like HLA play in the establishment of new transport corridors?

Z.D.: Existing corridors provide sufficient infrastructure - but they have to become more secure, reliable and cost efficient. This is an ongoing process in Hungary, and HLA is participating actively by information, education and also the Government Group of **FLAVIA** project.

INTERVIEWS

Mr. Dirk Flege



Dear Mr. Flege, your “Pro Rail Alliance” encourages the use of rail instead of road for passenger and freight transport. What progress has your alliance made in the last years in Germany?

D.F.: Rail passenger transport has been seeing consistent growth for years, with passenger numbers on the roads decreasing. People are rediscovering the railways and this demonstrates that a fundamental shift in awareness is taking place. By encouraging the use of rail we would like to achieve a similar shift in awareness in the rail freight sector. If more passengers and cargo are shifted to rail our whole transportation system can be more environmentally friendly.

Why should other countries in the FLAVIA corridor implement the concept of pro-rail alliances and what can they expect from this transfer?

D.F.: The interest of the entire rail sector in each country shall be clustered in one neutral alliance. Such an alliance shall be a constructive but also critical supporter of the decision makers in politics. It shall help to improve the image of the rail sector in the public, but also struggle for the level playing field for all transport modes. We have been doing it successfully in Germany for 10 years and can help further countries with our experience.

What are the most critical obstacles for rail freight in Europe in the next decade and what can pro rail alliances do against these?

D.F.: There is still not a level competitive playing field between the railway and the roads in Europe. The investments in the rail network are behind the needs and a clear political strategy for modal shift is missing. The main focus of a pro-rail alliance shall be to improve the political environment for railways. Privileges for road and air transport in tax and investment policies are not justified and must be abolished.

*Prof. Dr.-Ing.
Herbert Sonntag*



Dear Prof. Sonntag, the region Berlin-Brandenburg is dominated by East-West freight transport. What do you expect from a more North-South corridor project?

H.S.: The Berlin-Brandenburg (B-B) region possesses large unused potentials for North-South freight transport. The existing freight villages and the infrastructure are on a high quality level. A North-South corridor will be also suitable for seaport hinterland traffic. Incoming freight from Scandinavia is transhipped via the seaports. A part of the transport to the South can be shifted over the B-B region. Logistics centres in B-B can be developed to hubs which distribute the goods in each direction.

How can Research & Education support a freight corridor development which is in fact more the task of administrations?

H.S.: **FLAVIA** shows how such an approach can be realised. The partnership consists of three important pillars: science/research, administrations and transport industries/associations. This triple helix approach will cover the field of intermodal transport in an excellent way. Our research work might be the basis of further political decisions and might give an impact for further projects. This transfer of know-how is profitable for all market actors involved within the corridor.

What are your individual aims for the FLAVIA project from the point of the project coordinator?

H.S.: The eastward enlargement of the EU has been accomplished. A logical next step will be to connect the new EU accession countries efficiently with the remaining EU countries. I expect **FLAVIA** will become a forerunner for the development of the transport corridor Central/ South-east. **FLAVIA** will foster the intermodal transport and hopefully will eliminate existing mental barriers for using intermodal transport.

UPCOMING EVENTS

Events:

2nd Consortium Meeting / 3rd WP Leader Board Meeting

(19th / 20th October 2010 / Poznan, PL)

Regional workshop for developing agencies, politicians in PL

(21st October 2010 / Poznan, PL)

Public workshop to discuss preliminary project results and to consider stakeholder requirements

By Institute of Logistics and Warehousing (PP9) **Contact: izabela.jelen@ilim.pl**

EUREGIA – Local and Regional Development in Europe

(25th – 27th October 2010 / Leipzig, DE)

FLAVIA – Fair Appearance

By TH Wildau (LP) and Pro Rail Alliance (PP2)

Regional workshop for developing agencies, politicians in CZ

(27th November 2010 / Pardubice, CZ)

Public workshop to discuss preliminary project results and to consider stakeholder requirements

By University of Pardubice (PP5) **Contact: petr.nachtigall@upce.cz**

Announcement:

FLAVIA – Online Survey about Trade and Transport Barriers along the Corridor

With the help of the survey existing barriers regarding administrative, cultural, trade, transport, security/safety, technical and infrastructural conditions shall be defined. The results of the survey serve as a basis for further analysis of bottlenecks and measures to overcome.

We count on your experience and expert knowledge. Please share your knowledge with us and participate in the survey. Participants will receive a report of the survey results on request.

Link to the survey: <http://www.th-wildau.de/qm/limesurvey/index.php?sid=99122&lang=en>

Thank you for your support of **FLAVIA**!

Your **FLAVIA** Project Team

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