

Interreg

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CE0100127

Rail4Regions

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A - Project identification

A.1 Project identification

| | |
|--|---|
| Project ID (automatically created) | CE0100127 |
| Name of the lead partner organisation | Thüringer Ministerium für Infrastruktur und Landwirtschaft |
| Name of the lead partner organisation (in English language) | Thuringian Ministry for Infrastructure and Agriculture |
| Project title | Enhancement of spatial and transport planning capacities in the promotion of the accessibility of the rail freight transport network and regional development |
| Project acronym | Rail4Regions |
| Programme priority | Cooperating for a better connected central Europe |
| Programme priority specific objective | SO3.1: Improving transport connections of rural and peripheral regions in central Europe |
| Project duration (nr. of months) | 36 |

A.2 Project summary

Please give a short overview of the project and describe:

- the common challenge of the programme area your project is tackling;
- the overall project objective and the expected change your project will make to the current situation;
- what is innovative about your project;
- the main outputs and results your project will develop and who will benefit from them;
- the implementation approach you plan to take and why transnational cooperation is needed.

Rail4Regions contributes to increasing the modal split of rail freight transportation. Today, the transport distances to the nearest rail freight access point are too long for many companies, resulting in many rail-suitable goods transported by road. Rail4Regions partners therefore co-design solutions addressed to transport and spatial planners to integrate regional rail lines to the freight transport network as means to improve the accessibility and economic feasibility of rail freight transport, hence contributing to the objectives of the EU Green Deal in the transport sector. To that aim, partners of all CE programme countries bundle their expertise and experience to address this common challenge effectively through transnational and cross-sectoral collaboration of public authorities, regional development agencies, railway and infrastructure operators, research and private sector experts. Co-designed outputs and solutions will push for investments to enhance the rail freight transport through optimised use of regional rail lines as access points to the rail freight transport network. To achieve this, in a novel approach focusing on regional rail lines, the partnership will elaborate a White Paper, co-design and test approaches focussing on sidings, single waggon transport, loading points and branch lines, and elaborate action plans for the uptake of solutions in regional plans and investment preparation. As a result, transport and spatial planners receive tools to promote the accessibility of rail freight transport as means to enhance the competitiveness of industrial areas and business activities through lower carbon footprint of transports. In three years of cooperation the project partnership aims to anchor investments in regional rail lines and their optimisation and rail freight access points in transport policies of public authorities while improved accessibility and carbon awareness leads to a modal shift of transport practises of companies.

A.4 Project budget overview

| Programme funding | | | Contribution | | | | | Total eligible budget |
|-----------------------|----------------|-----------------------|-------------------------------|---------------------|---------------------------|----------------------|----------------------------|-----------------------|
| Funding source | Funding amount | Co-financing rate (%) | Automatic public contribution | Public contribution | Total public contribution | Private contribution | Total partner contribution | |
| ERDF | 1,840,832.00 | 80.00 % | 45,072.00 | 371,576.00 | 416,648.00 | 43,560.00 | 460,208.00 | 2,301,040.00 |
| Total EU funds | 1,840,832.00 | 80.00 % | 45,072.00 | 371,576.00 | 416,648.00 | 43,560.00 | 460,208.00 | 2,301,040.00 |
| Total eligible budget | 1,840,832.00 | 80.00 % | 45,072.00 | 371,576.00 | 416,648.00 | 43,560.00 | 460,208.00 | 2,301,040.00 |

A.5 Project outputs and result overview

| Programme output indicator | Aggregated value per Programme output indicator | Measurement unit | Output number | Output title | Output target value | Programme result indicator | Baseline | Result indicator target value | Measurement unit |
|---|---|-----------------------|---------------|---|---------------------|---|----------|-------------------------------|-----------------------------|
| Strategies and action plans jointly developed | 9.00 | strategy /action plan | Output 1.1 | White Paper on Freight Transport Access of Rural Areas | 1.00 | Joint strategies and action plans taken up by organisations | 0.00 | 9.00 | joint strategy /action plan |
| | | | Output 3.1 | Peer reviewed action plans for the involved partner territories | 8.00 | | | | |
| Organisations cooperating across borders | 16.00 | organisations | Output 1.2 | Transnational collaboration in the elaboration and advancement of a White Paper on Freight Transport Access of Rural Areas | 16.00 | Organisations cooperating across borders after project completion | 0.00 | 16.00 | organisations |
| Jointly developed solutions | 4.00 | solutions | Output 2.5 | Tool-box for additional loading points as subnodes connecting rural hinterlands to the main shunting areas and/or terminals | 1.00 | Solutions taken up or up-scaled by organisations | 0.00 | 4.00 | solutions |
| | | | | | | | | | |

| Programme output indicator | Aggregated value per Programme output indicator | Measurement unit | Output number | Output title | Output target value | Programme result indicator | Baseline | Result indicator target value | Measurement unit |
|---|---|------------------|---------------|--|---------------------|----------------------------|----------|-------------------------------|------------------|
| | | | Output 2.6 | Guideline for the revitalization of branch and feeder lines for rail freight transports | 1.00 | | | | |
| | | | Output 2.7 | Decision-making tool for (re)constructing industrial sidings to connect industrial areas to the rail freight network | 1.00 | | | | |
| | | | Output 2.8 | Green Paper on financial and technical solutions to increase the attractiveness of single-waggon transport | 1.00 | | | | |
| Pilot actions developed jointly and implemented in projects | 4.00 | pilot actions | Output 2.1 | Loading points as subnodes connecting rural hinterlands to the main shunting areas and/or terminals | 1.00 | | | | |

| Programme output indicator | Aggregated value per Programme output indicator | Measurement unit | Output number | Output title | Output target value | Programme result indicator | Baseline | Result indicator target value | Measurement unit |
|--|---|------------------|---------------|---|---------------------|----------------------------|----------|-------------------------------|------------------|
| | | | Output 2.2 | Revitalization of branch and feeder lines for rail freight transports | 1.00 | | | | |
| | | | Output 2.3 | Industrial sidings to connect industrial areas to the rail freight network | 1.00 | | | | |
| | | | Output 2.4 | Financial and technical solutions to increase the attractiveness of single-waggon transport | 1.00 | | | | |
| Projects supporting cooperation across borders to develop urban-rural linkages | 1.00 | projects | Output 1.3 | Urban-Rural freight transport linkages | 1.00 | | | | |

B - Project partners

B.0 Partners overview

| Associated partner number | Status | Name of the organisation in English | Country (NUTS 0) | Abbreviated name of organisation | Partner role in the project | B.2 Associated partners | Partner total eligible budget |
|---------------------------|--------|---|-------------------|----------------------------------|-----------------------------|--|-------------------------------|
| 1 | Active | Thuringian Ministry for Infrastructure and Agriculture | Deutschland (DE) | TMIL | LP | DB Cargo AG Bundesministerium für Wohnen, Stadtentwicklung und Bauwesen | 510,900.00 |
| 2 | Active | University of Applied Sciences Erfurt | Deutschland (DE) | FH Erfurt | PP | | 197,820.00 |
| 3 | Active | University of Žilina | Slovensko (SK) | UNIZA | PP | LTE Logistika a Transport Slovakia s.r.o. | 168,000.00 |
| 4 | Active | Institute of Traffic and Transport Ljubljana I.l.c. | Slovenija (SI) | PIL | PP | | 168,000.00 |
| 5 | Active | University North | Hrvatska (HR) | UNIN | PP | | 172,200.00 |
| 6 | Active | Varaždin County | Hrvatska (HR) | Varaždin | PP | | 100,160.00 |
| 7 | Active | Rail Cargo Hungaria Goods Transport Private Limited Company | Magyarország (HU) | RCH | PP | | 168,000.00 |
| 8 | Active | Malopolska Regional | Polska (PL) | MARR | PP | | 105,680.00 |

| Associated partner number | Status | Name of the organisation in English | Country (NUTS 0) | Abbreviated name of organisation | Partner role in the project | B.2 Associated partners | Partner total eligible budget |
|---------------------------|--------|-------------------------------------|------------------|----------------------------------|-----------------------------|---|-------------------------------|
| Development Agency | | | | | | | |
| 9 | Active | KORDIS | Česko (CZ) | KORDIS JMK | PP | Jihomoravský kraj | 277,800.00 |
| 10 | Active | LCA Logistics Center Austria South | Österreich (AT) | LCA Sued | PP | Land Kärnten, Abteilung 7 - Wirtschaft, Tourismus und Mobilität | 115,320.00 |
| 11 | Active | T BRIDGE | Italia (IT) | T BRIDGE | PP | | 217,800.00 |
| 12 | Active | Province of Novara | Italia (IT) | Novara | PP | | 99,360.00 |

B.1 Project partner 1

| | |
|--|---|
| B.1.1 Partner Identity | |
| Partner number | 1 |
| Partner role | LP |
| Name of the organisation in original language | Thüringer Ministerium für Infrastruktur und Landwirtschaft |
| Name of the organisation in English | Thuringian Ministry for Infrastructure and Agriculture |
| Abbreviated name of organisation | TMIL |
| Department / unit / division | Department 5 - Strategic Spatial Development, Demography and Forests Unit 51 - Regional development and Spatial planning |
| B.1.2 Partner main address | |
| Country (NUTS 0) | Deutschland (DE) |
| Region (NUTS 2) | Thüringen (DEG0) |
| NUTS 3 | Erfurt, Kreisfreie Stadt (DEG01) |
| Street, House number, Postal code, City | Werner-Seelenbinder-Straße 8 99096 Erfurt |
| Homepage | https://infrastruktur-landwirtschaft.thueringen.de/ |
| Address of department / unit / division (if applicable) | |
| Country (NUTS 0) | Deutschland (DE) |
| Region (NUTS 2) | Thüringen (DEG0) |
| NUTS 3 | Erfurt, Kreisfreie Stadt (DEG01) |
| Street, House number, Postal code, City | Werner-Seelenbinder-Straße 8 99096 Erfurt |
| B.1.3 Legal and financial information | |
| Type of partner | Regional public authority |
| Subtype of partner | |
| Legal status | Public |
| Sector of activity at NACE group level | 0.84.11 |

| B.1.3 Legal and financial information | |
|---|----------------------------------|
| Co-financing rate (%) | 80 |
| VAT number (if applicable) | |
| Other identifier number (if VAT number is not available, some other organisation identifier should be used) | PAN 20820 |
| Other identifier description (specification of the type of identifier) | National identification number |
| PIC (from EC Participant Register), if available | |
| B.1.4 Legal Representative | |
| Legal representative (not applicable - not to be filled in) | Mr Jochem Instenberg |
| B.1.5 Contact person | |
| Contact person | Mr Dr. Klaus Bongartz |
| Email | Klaus.Bongartz@tmil.thuringen.de |
| Telephone | +49361574191312 |
| B.1.6 Partner motivation, expertise and contribution | |
| <p>Please describe the organisation's thematic competences and experiences relevant for the project. Please also describe what is the main business of the organisation and if the organisation is normally performing economic activities on the market.</p> | |
| <p>Today Thuringia has only two multimodal rail terminals (one exclusively used by a car manufacturer) on a territory of 16,000 sqkm. Many branch lines are not used for rail freight transport and very few companies or business estates operate sidings. The low accessibility of the rail freight network leads to a modal split of only 4 per cent for railways. From a territorial development point of view it is therefore imperative to make more efficient use of the existing rail network and to add loading points as subnodes for rail freight transport to the network in order to improve the accessibility of the rail grid. This aim contributes to the fulfillment of the EU Green Deal's objective to reduce transport-related carbon emissions and ensures the competitiveness of Thuringia as an attractive location for business.</p> <p>TMIL is the highest planning authority in Thuringia. Its Department of Strategic Spatial Planning, Demography and Forest will be LP of this project. TMIL is responsible for principle questions concerning regional planning, transport, mobility and development. It coordinates policies of other Thuringian Ministries concerning regional planning and spatial development. At the same time it is supervisory authority for regional planning, public transport and development. The objective of the TMIL is to apply concepts, programs and plans to find solutions for providing public transport offers today, tomorrow and in the future under changing demographic and financial conditions. Additionally TMIL draws up regional development programs and regional plans.</p> | |

B.1.6 Partner motivation, expertise and contribution

TMIL can access a network of excellent know-how in all regions of the state and is very experienced in dealing with public transport and demographic change issues. For Rail4Regions partners, the road-map for the revitalisation of the Ohratalbahn, a branch line in Thuringia, elaborated in the REIF project, is of particular value and will be considered by capitalisation.

TMIL is not performing economic activities.

What is the role and involvement (contribution and main activities) of your organisation in the project?

TMIL will implement project activities on its territory and participate in all project activities. In WP2, TMIL participates in the transnational teams co-designing concepts and pilot actions in order to find novel solutions to promote regional development by reactivation of branch and feeder lines and the planning of new or enhanced loading points to provide better access to the rail freight transport network.

In regard of the loading points team, TMIL will act as team leader co-ordinating the process and as such will assume the responsibility for a pilot project. In WP3, TMIL is responsible to elaborate an action plan detailing how found solutions can be upscaled and rolled out on its territory with the aim to improve the ministry's spatial and transport planning capacities to the benefit of enhanced accessibility of the rail freight transport network at locations not served by the main transport corridors. Due to the fact that rail freight transport is an important means to reduce CO2 emissions and thus meet the Paris Climate goals TMIL has set up an executive department „Rail Infrastructure and Reactivation“.

This will accompany the activities during the project lifetime and beyond. TMIL aims to create added value and to strengthen the competitiveness of locations and companies especially in rural regions and the interlinkage with cities and metropolitan regions and their hubs through targeted planning.

This is a powerful catalyst for regional development and can be supported by tools for planning rail freight transport and company related regional loading facilities.

These aspects are anticipated to be addressed in the action plan to be elaborated for Thuringia in WP3. This will furthermore be in line with Thuringia's Regional Development Plan 2025, which states that Thuringia is to be secured and further developed as a logistics location. In order to achieve this goal, the transport of goods by rail is to be strengthened in particular.

If you are the project lead partner, please describe here your organisation's capacity and experience in managing and coordinating EU co-financed projects or other international projects. If you are the project partner that will coordinate communication (i.e. taking over the role of project communication manager), please describe here what are your organisation's relevant communication competences and experiences.

TMIL acts as the project's Lead partner. The ministry has a rich experience in participating in previous Interreg programmes for Central Europe as Lead partner or project partner. Furthermore, it is a member of the German Monitoring committee of the programme and hence familiar with the programme's requirements and expectations.

As Lead partner TMIL will furthermore supervise the project's communication and update the project website and social media. Other communication-related tasks will be implemented by different partners of the consortium (e.g. video tutorials for found solutions) and are subject to monitoring and quality control by TMIL.

TMIL will be supported in its function as Lead partner by an External Project Secretariat.

| B.1.7 Budget | | | |
|--|---------------------|-------------------|----------------------------------|
| Partner budget options | | | Percentage |
| Office and administration flat rate based on direct staff costs | | | 15% |
| Travel and accommodation flat rate | | | 5% |
| The partner budgets overview table can be separately exported as an Excel file | | | |
| B.1.8 Cofinancing | | | |
| Source | Amount | Percentage | |
| ERDF | 408,720.00 | 80.00 % | |
| Partner contribution | 102,180.00 | 20.00 % | |
| Partner total eligible budget | 510,900.00 | 100.00 % | |
| Origin of partner contribution | | | |
| Source of contribution | Legal status | Amount | % of total partner budget |
| TMIL | Public | 52,180.00 | 10.21 % |
| Federal Program for Transnational Cooperation (Bundesprogramm Transnationale Zusammenarbeit) | Public | 50,000.00 | 9.78 % |
| Contribution | | | |
| Sub-total public contribution | 102,180.00 | 20.00 % | |
| Sub-total automatic public contribution | 0.00 | 0.00 % | |
| Total | 0.00 | 0.00 % | |
| Total eligible budget | 102,180.00 | 20.00 % | |
| State Aid | | | |
| B.1.9 State Aid information | | | |
| A. Is the partner involved in economic activities within the project? | | | |
| 1. Will the partner implement activities and/or offer goods/services for which a market exists? | No | | |
| 2. Are there activities/goods/services that could have been undertaken by an operator | No | | |

| | |
|--|----|
| B.1.9 State Aid information | |
| A. Is the partner involved in economic activities within the project? | |
| with the view of making profit (even if this is not the partner's intention)? | |
| B. Does the partner and/or any third party receive a selective advantage within the project? | |
| 1. Does the partner gain any benefits (or is relieved of any costs) from the economic activities mentioned under section A, which it would not have received in the normal course of business, i.e. in the absence of funding granted through the project? | No |
| 2. Does any economic operator (e.g. SMEs) that is outside the partnership (i.e. not listed as partner in the application form) receive an advantage through activities carried out by the partner within the project? | No |
| C. State aid relevant activities (select from drop-down menu based on C.4 entries) | |
| D. State aid regime (to be filled in ONLY after project selection) | |

B.1 Project partner 2

| | |
|--|---|
| B.1.1 Partner Identity | |
| Partner number | 2 |
| Partner role | PP |
| Name of the organisation in original language | Fachhochschule Erfurt |
| Name of the organisation in English | University of Applied Sciences Erfurt |
| Abbreviated name of organisation | FH Erfurt |
| Department / unit / division | Transport and Spatial Planning Institute |
| B.1.2 Partner main address | |
| Country (NUTS 0) | Deutschland (DE) |
| Region (NUTS 2) | Thüringen (DEG0) |
| NUTS 3 | Erfurt, Kreisfreie Stadt (DEG01) |
| Street, House number, Postal code, City | Altonaer Straße 25 99085 Erfurt |
| Homepage | https://www.fh-erfurt.de/ |
| Address of department / unit / division (if applicable) | |
| Country (NUTS 0) | Deutschland (DE) |
| Region (NUTS 2) | Thüringen (DEG0) |
| NUTS 3 | Erfurt, Kreisfreie Stadt (DEG01) |
| Street, House number, Postal code, City | Altonaer Straße 25 99085 Erfurt |
| B.1.3 Legal and financial information | |
| Type of partner | Higher education and research organisations |
| Subtype of partner | |
| Legal status | Public |
| Sector of activity at NACE group level | P.85.41 |
| Co-financing rate (%) | 80 |
| VAT number (if applicable) | DE241446583 |

| | |
|---|------------------------------|
| B.1.3 Legal and financial information | |
| Other identifier number (if VAT number is not available, some other organisation identifier should be used) | |
| Other identifier description (specification of the type of identifier) | |
| PIC (from EC Participant Register), if available | |
| B.1.4 Legal Representative | |
| Legal representative (not applicable - not to be filled in) | Mr Prof Dr Frank Setzer |
| B.1.5 Contact person | |
| Contact person | Mr Prof Dr Matthias Gather |
| Email | matthias.gather@fh-erfurt.de |
| Telephone | +493616700654 |
| B.1.6 Partner motivation, expertise and contribution | |
| <p>Please describe the organisation's thematic competences and experiences relevant for the project. Please also describe what is the main business of the organisation and if the organisation is normally performing economic activities on the market.</p> | |
| <p>The University of Applied Sciences (FH Erfurt) is a research and teaching institution. The Transport and Spatial Planning Institute (IVR) within the FH Erfurt was founded in 2003 and has large experience in mobility planning and consulting of public authorities with special focus on sustainable and low carbon transport planning and management. It serves practice-oriented, interdisciplinary academic research as well as the transfer of know-how in the fields of spatial and transport planning. In this context FH Erfurt does not only have many years of successful participation in and leading of Interreg- and other European projects, but also a large experience in regional and national projects related to sustainable mobility. FH Erfurt is also involved in teaching and has deep roots in the region of Thuringia. FH Erfurt developed various strategies on how to improve freight transport and maintain or revitalize unused rail infrastructure in Thuringian regions and how to link them to the TEN-T network. Participation in Rail4Regions will allow FH Erfurt to gain additional knowledge on regional rail freight transport policy to be used in student courses and research. FH Erfurt is mainly concerned with research and education and does not perform economic activities within Rail4Regions or in its result.</p> | |
| <p>What is the role and involvement (contribution and main activities) of your organisation in the project?</p> | |
| <p>FH Erfurt contributes with its scientific expertise to the project's success. On one hand, its expertise will be shared on a weekly basis with the LP team to assist in the strategic coordination and direction of Rail4Regions. On the other one, FH FH Erfurt will participate in all activities foreseen in the project work plan (WP1, WP2, WP3) and implement those within its own territory (Thuringia), i.e. in cooperation with TMIL. This includes notably in WP1 (i) a methodology for case studies to analyse the "rail suitability" in the territories of all partners and the case study itself, (ii) a stakeholder mapping and a stakeholder</p> | |

B.1.6 Partner motivation, expertise and contribution

workshop to discuss potentials and obstacles of rail freight transport, and (iii) a White Paper on Freight Transport Access of Rural Areas co-drafted by the partnership. In WP2 FH Erfurt will participate in two transnational work groups addressing (i) loading points and (ii) sidings with corresponding tasks and deliverables including the pilot actions “test of the tool-box for loading points” and “test application decision-making tool for industrial sidings”. In WP3 FH Erfurt collaborates with T Bridge on a tool /methodology to calculate the CO2 saving potentials of a modal shift towards rail or multimodal transport if drafted action plans are implemented. FH Erfurt will host together with TMIL stakeholder workshops and capacity building workshops as well as the final Policy Conference in Thuringia (DE).

If you are the project lead partner, please describe here your organisation’s capacity and experience in managing and coordinating EU co-financed projects or other international projects. If you are the project partner that will coordinate communication (i.e. taking over the role of project communication manager), please describe here what are your organisation’s relevant communication competences and experiences.

FH Erfurt contributes to the communication of project results especially in regard to dissemination in the academic world (participation in calls for event presentation or submission of scientific papers). FH Erfurt co-hosts the project’s final event and targets other research institutions in transport sciences in the event’s dissemination.

B.1.7 Budget

| Partner budget options | Percentage |
|------------------------|------------|
| Other costs Flat Rate | 40% |

The partner budgets overview table can be separately exported as an Excel file

B.1.8 Cofinancing

| Source | Amount | Percentage |
|-------------------------------|------------|------------|
| ERDF | 158,256.00 | 80.00 % |
| Partner contribution | 39,564.00 | 20.00 % |
| Partner total eligible budget | 197,820.00 | 100.00 % |

Origin of partner contribution

| Source of contribution | Legal status | Amount | % of total partner budget |
|------------------------|--------------|-----------|---------------------------|
| FH Erfurt | Public | 39,564.00 | 20.00 % |

Contribution

| | | |
|---|-----------|---------|
| Sub-total public contribution | 39,564.00 | 20.00 % |
| Sub-total automatic public contribution | 0.00 | 0.00 % |
| Total | 0.00 | 0.00 % |

| | | |
|--|-----------|---------|
| Contribution | | |
| Total eligible budget | 39,564.00 | 20.00 % |
| State Aid | | |
| B.1.9 State Aid information | | |
| A. Is the partner involved in economic activities within the project? | | |
| 1. Will the partner implement activities and/or offer goods/services for which a market exists? | No | |
| 2. Are there activities/goods/services that could have been undertaken by an operator with the view of making profit (even if this is not the partner's intention)? | No | |
| B. Does the partner and/or any third party receive a selective advantage within the project? | | |
| 1. Does the partner gain any benefits (or is relieved of any costs) from the economic activities mentioned under section A, which it would not have received in the normal course of business, i.e. in the absence of funding granted through the project? | No | |
| 2. Does any economic operator (e.g. SMEs) that is outside the partnership (i.e. not listed as partner in the application form) receive an advantage through activities carried out by the partner within the project? | No | |
| C. State aid relevant activities (select from drop-down menu based on C.4 entries) | | |
| D. State aid regime (to be filled in ONLY after project selection) | | |

B.1 Project partner 3

| | |
|--|---|
| B.1.1 Partner Identity | |
| Partner number | 3 |
| Partner role | PP |
| Name of the organisation in original language | Žilinská univerzita v Žiline |
| Name of the organisation in English | University of Žilina |
| Abbreviated name of organisation | UNIZA |
| Department / unit / division | Department of Railway transport |
| B.1.2 Partner main address | |
| Country (NUTS 0) | Slovensko (SK) |
| Region (NUTS 2) | Stredné Slovensko (SK03) |
| NUTS 3 | Žilinský kraj (SK031) |
| Street, House number, Postal code, City | Univerzitná 1 01026 Žilina |
| Homepage | https://www.uniza.sk/ |
| Address of department / unit / division (if applicable) | |
| Country (NUTS 0) | Slovensko (SK) |
| Region (NUTS 2) | Stredné Slovensko (SK03) |
| NUTS 3 | Žilinský kraj (SK031) |
| Street, House number, Postal code, City | Univerzitná 1 01026 Žilina |
| B.1.3 Legal and financial information | |
| Type of partner | Higher education and research organisations |
| Subtype of partner | |
| Legal status | Public |
| Sector of activity at NACE group level | P.85.41 |
| Co-financing rate (%) | 80 |
| VAT number (if applicable) | SK2020677824 |

| | |
|--|--------------------------------|
| B.1.3 Legal and financial information | |
| Other identifier number (if VAT number is not available, some other organisation identifier should be used) | |
| Other identifier description (specification of the type of identifier) | |
| PIC (from EC Participant Register), if available | 999969606 |
| B.1.4 Legal Representative | |
| Legal representative (not applicable - not to be filled in) | prof. Ing. Jozef Jandačka |
| B.1.5 Contact person | |
| Contact person | Mr Jaroslav Mašek |
| Email | jaroslav.masek@fpedas.uniza.sk |
| Telephone | +421415133423 |
| B.1.6 Partner motivation, expertise and contribution | |
| <p>Please describe the organisation's thematic competences and experiences relevant for the project. Please also describe what is the main business of the organisation and if the organisation is normally performing economic activities on the market.</p> | |
| <p>The University of Žilina was established as the Railway College on 1st September 1953 by the separation from the Czech Technical University in Prague. In 1996, it was renamed from the University of Transport and Communications to the University of Žilina in Žilina. The University as a public university provides education at Bachelor's degree, Engineer/Master's degree and Doctoral degree in both full-time and part-time forms. Scientific teams closely cooperate with partners from various industrial branches in the applied research. Approximately 11,000 students currently study in all forms of study. There are more than 1,500 employees and 650 of them are university teachers. With its more than a half century history, the University has taken a prominent place in the Slovak educational space not only with the number of its students, with the range of accredited study programmes, but also with its scientific and foreign activities based on cooperation with domestic and foreign companies and institutions. In the field of science and research, individual workplaces of the University have been involved in solving of more than 150 scientific and research projects financially supported by public sources through national grant schemes. UNIZA has rich academic and practical competences in all aspects regarding rail freight transport. The expertise will be shared with all partners of Rail4Regions and involved Slovak stakeholders. UNIZA does not perform economic activities.</p> | |
| <p>What is the role and involvement (contribution and main activities) of your organisation in the project?</p> | |
| <p>UNIZA is responsible for the implementation of project activities in regard of Slovakia (with focus on the Žilina Region). UNIZA participates in all project activities. This includes the research and investigation of case studies from Slovakia (WP1), the participation in transnational work groups co-designing and testing novel solutions (WP2; specifically industrial sidings and single waggon transport),</p> | |

B.1.6 Partner motivation, expertise and contribution

and promote the uptake of found solutions in Slovakia (including the elaboration of an action plan; WP3). The university will furthermore provide its expertise in all stages of the project and share latest findings from HORIZON and other research projects of UNIZA.

The university will furthermore assume the leadership for activity A.1.2 (stakeholder mapping and alignment) where it will provide a methodology, templates and guidance to the remaining partners. UNIZA will furthermore collaborate closely with T Bridge to establish a methodology to transparently identify modal split shifting potentials of found solutions.

If you are the project lead partner, please describe here your organisation's capacity and experience in managing and coordinating EU co-financed projects or other international projects. If you are the project partner that will coordinate communication (i.e. taking over the role of project communication manager), please describe here what are your organisation's relevant communication competences and experiences.

UNIZA contributes to the communication of project results especially in regard to dissemination in the academic world (participation in calls for event presentation or submission of scientific papers).

B.1.7 Budget

| Partner budget options | Percentage |
|------------------------|------------|
| Other costs Flat Rate | 40% |

The partner budgets overview table can be separately exported as an Excel file

B.1.8 Cofinancing

| Source | Amount | Percentage |
|-------------------------------|------------|------------|
| ERDF | 134,400.00 | 80.00 % |
| Partner contribution | 33,600.00 | 20.00 % |
| Partner total eligible budget | 168,000.00 | 100.00 % |

Origin of partner contribution

| Source of contribution | Legal status | Amount | % of total partner budget |
|------------------------|--------------|-----------|---------------------------|
| UNIZA | Public | 33,600.00 | 20.00 % |

Contribution

| | | |
|---|-----------|---------|
| Sub-total public contribution | 33,600.00 | 20.00 % |
| Sub-total automatic public contribution | 0.00 | 0.00 % |
| Total | 0.00 | 0.00 % |
| Total eligible budget | 33,600.00 | 20.00 % |

| | |
|--|----|
| State Aid | |
| B.1.9 State Aid information | |
| A. Is the partner involved in economic activities within the project? | |
| 1. Will the partner implement activities and/or offer goods/services for which a market exists? | No |
| 2. Are there activities/goods/services that could have been undertaken by an operator with the view of making profit (even if this is not the partner's intention)? | No |
| B. Does the partner and/or any third party receive a selective advantage within the project? | |
| 1. Does the partner gain any benefits (or is relieved of any costs) from the economic activities mentioned under section A, which it would not have received in the normal course of business, i.e. in the absence of funding granted through the project? | No |
| 2. Does any economic operator (e.g. SMEs) that is outside the partnership (i.e. not listed as partner in the application form) receive an advantage through activities carried out by the partner within the project? | No |
| C. State aid relevant activities (select from drop-down menu based on C.4 entries) | |
| D. State aid regime (to be filled in ONLY after project selection) | |

B.1 Project partner 4

| | |
|--|---|
| B.1.1 Partner Identity | |
| Partner number | 4 |
| Partner role | PP |
| Name of the organisation in original language | Prometni institut Ljubljana d.o.o. |
| Name of the organisation in English | Institute of Traffic and Transport Ljubljana I.I.c. |
| Abbreviated name of organisation | PIL |
| Department / unit / division | |
| B.1.2 Partner main address | |
| Country (NUTS 0) | Slovenija (SI) |
| Region (NUTS 2) | Vzhodna Slovenija (SI03) |
| NUTS 3 | Podravska (SI032) |
| Street, House number, Postal code, City | Kolodvorska 11 1000 Ljubljana |
| Homepage | https://prometni-institut.si/ |
| Address of department / unit / division (if applicable) | |
| Country (NUTS 0) | |
| Region (NUTS 2) | |
| NUTS 3 | |
| Street, House number, Postal code, City | |
| B.1.3 Legal and financial information | |
| Type of partner | Infrastructure and (public) service provider |
| Subtype of partner | |
| Legal status | Public |
| Sector of activity at NACE group level | M.72.20 |
| Co-financing rate (%) | 80 |
| VAT number (if applicable) | SI34722645 |
| Other identifier number (if VAT number is not | |

| | |
|--|------------------------------------|
| B.1.3 Legal and financial information | |
| available, some other organisation identifier should be used) | |
| Other identifier description (specification of the type of identifier) | |
| PIC (from EC Participant Register), if available | |
| B.1.4 Legal Representative | |
| Legal representative (not applicable - not to be filled in) | dr Peter Verlič |
| B.1.5 Contact person | |
| Contact person | Mr Blaž Jemensek |
| Email | blaz.jemensek@prometni-institut.si |
| Telephone | +38612914623 |
| B.1.6 Partner motivation, expertise and contribution | |
| <p>Please describe the organisation's thematic competences and experiences relevant for the project. Please also describe what is the main business of the organisation and if the organisation is normally performing economic activities on the market.</p> | |
| <p>Prometni institut Ljubljana d.o.o. (Institute of Traffic and Transport Ljubljana) is a research organisation founded by Slovenian Railways. The company has over 45 years of tradition and conducts research and development projects in all traffic modes applied to the domestic and foreign market. The company specialises in research and development of transport technology, infrastructure, transport economics and law, transport related IT&T as well as in elaboration of investment documentation. The company employs 20 high educated experts specialized in transport engineering, IT, transport economics, law and environment. The basic goal of the company is expert, scientific and applied output for strategic decisions, development and implementation within various transport systems. The company is internationally oriented and enters into cooperation with many research organisations and scientific institutions in Slovenia and abroad. Main activities:</p> <ul style="list-style-type: none"> - Research projects, studies and analyses related to: i) transport economics, ii) traffic technology, iii) transport infrastructure and IT - investment documentation in the field of transport - environmental impact of transport. <p>PIL was working in last years in several EU projects in the field of transport, covering different transport modes. On the national level PIL is working on strategic studies.</p> <p>PIL is not performing economic activities on the market.</p> | |
| What is the role and involvement (contribution and main activities) of your organisation in the project? | |
| PIL is responsible for the implementation of project activities in Slovenia. PIL participates in all project | |

B.1.6 Partner motivation, expertise and contribution

activities. This includes the research and investigation of case studies from Slovenia (WP1), the participation in transnational work groups co-designing and testing novel solutions (WP2; specifically industrial sidings and single waggon transport), and promote the uptake of found solutions in Slovenia (including the elaboration of an action plan; WP3). To the latter aim it collaborates closely with its mother company Slovenian Railways and the Ministry of Infrastructure of the Republic of Slovenia. In regard of the transnational work team co-elaborating and testing novel approaches in regard of sidings, PIL will act as team leader co-ordinating the process and as such will assume the leadership in a pilot project. The found solution will furthermore presented by PIL in a video tutorial.

If you are the project lead partner, please describe here your organisation's capacity and experience in managing and coordinating EU co-financed projects or other international projects. If you are the project partner that will coordinate communication (i.e. taking over the role of project communication manager), please describe here what are your organisation's relevant communication competences and experiences.

B.1.7 Budget

| Partner budget options | Percentage |
|------------------------|------------|
| Other costs Flat Rate | 40% |

The partner budgets overview table can be separately exported as an Excel file

B.1.8 Cofinancing

| Source | Amount | Percentage |
|-------------------------------|------------|------------|
| ERDF | 134,400.00 | 80.00 % |
| Partner contribution | 33,600.00 | 20.00 % |
| Partner total eligible budget | 168,000.00 | 100.00 % |

Origin of partner contribution

| Source of contribution | Legal status | Amount | % of total partner budget |
|------------------------|--------------|-----------|---------------------------|
| PIL | Public | 33,600.00 | 20.00 % |

Contribution

| | | |
|---|-----------|---------|
| Sub-total public contribution | 33,600.00 | 20.00 % |
| Sub-total automatic public contribution | 0.00 | 0.00 % |
| Total | 0.00 | 0.00 % |
| Total eligible budget | 33,600.00 | 20.00 % |

State Aid

| B.1.9 State Aid information | |
|---|----|
| A. Is the partner involved in economic activities within the project? | |
| 1. Will the partner implement activities and/or offer goods/services for which a market exists? | No |
| 2. Are there activities/goods/services that could have been undertaken by an operator with the view of making profit (even if this is not the partner's intention)? | No |
| B. Does the partner and/or any third party receive a selective advantage within the project? | |
| 1. Does the partner gain any benefits (or is relieved of any costs) from the economic activities mentioned under section A, which it would not have received in the normal course of business, i.e. in the absence of funding granted through the project? | No |
| 2. Does any economic operator (e.g. SMEs) that is outside the partnership (i.e. not listed as partner in the application form) receive an advantage through activities carried out by the partner within the project? | No |
| C. State aid relevant activities (select from drop-down menu based on C.4 entries) | |
| D. State aid regime (to be filled in ONLY after project selection) | |

B.1 Project partner 5

| | |
|--|---|
| B.1.1 Partner Identity | |
| Partner number | 5 |
| Partner role | PP |
| Name of the organisation in original language | Sveučilište Sjever |
| Name of the organisation in English | University North |
| Abbreviated name of organisation | UNIN |
| Department / unit / division | Department for logistics and sustainable mobility |
| B.1.2 Partner main address | |
| Country (NUTS 0) | Hrvatska (HR) |
| Region (NUTS 2) | Sjeverna Hrvatska (HR06) |
| NUTS 3 | Varaždinska županija (HR062) |
| Street, House number, Postal code, City | Trg dr. Žarka Dolinara 1 48000 Koprivnica |
| Homepage | https://www.unin.hr/ |
| Address of department / unit / division (if applicable) | |
| Country (NUTS 0) | Hrvatska (HR) |
| Region (NUTS 2) | Sjeverna Hrvatska (HR06) |
| NUTS 3 | Varaždinska županija (HR062) |
| Street, House number, Postal code, City | Trg dr. Žarka Dolinara 1 48000 Varaždin |
| B.1.3 Legal and financial information | |
| Type of partner | Higher education and research organisations |
| Subtype of partner | |
| Legal status | Public |
| Sector of activity at NACE group level | P.85.41 |
| Co-financing rate (%) | 80 |
| VAT number (if applicable) | HR59624928052 |

| | |
|--|-----------------------------|
| B.1.3 Legal and financial information | |
| Other identifier number (if VAT number is not available, some other organisation identifier should be used) | |
| Other identifier description (specification of the type of identifier) | |
| PIC (from EC Participant Register), if available | |
| B.1.4 Legal Representative | |
| Legal representative (not applicable - not to be filled in) | Prof. dr.sc. Marin Milković |
| B.1.5 Contact person | |
| Contact person | Mr Ivan Cvitković |
| Email | ivan.cvitkovic@unin.hr |
| Telephone | +385997223434 |
| B.1.6 Partner motivation, expertise and contribution | |
| <p>Please describe the organisation's thematic competences and experiences relevant for the project. Please also describe what is the main business of the organisation and if the organisation is normally performing economic activities on the market.</p> | |
| <p>University North, Croatia is a newly formed integrated higher education institution with a dynamic organisational process that continually monitors, implements and incorporates scientific and professional knowledge in the modernization and development of new study programmes. So far it has over 4.000 students and about 200 employees and over 245 associated external lecturers/researchers distributed in 14 departments and 28 study programmes, with more than 80% of students in the so-called STEM areas. It is organised as an integrated structure based on two equal university centres: University Centre Varaždin and University Centre Koprivnica, which both would be involved for the project.</p> <p>Five years ago, University North established the Department for logistics and Sustainable mobility and it's the unique graduate study in Europe. This department is based on interdisciplinary principles that combine transport, logistics, economic and general values. With a completely new approach and curriculum, created and validated through the Civitas Dynamo project, our students successfully integrate the principles of sustainable mobility through social, economic and environmental values. So far, we have two undergraduate studies and one graduate study with about 300 future bachelor's and 90 masters of sustainable mobility and logistics. However, a postgraduate degree is also planned to be introduced during 2021.</p> <p>Scientists and Professors of the Logistics and Sustainable Mobility Department were involved in Interreg Central Europe project "CE1100 LOW-CARB: Capacity building for integrated low-carbon mobility planning in functional urban areas" and currently Interreg project "PGI06133 E-MOB: Integrated actions towards enhanced e-mobility in European regions".</p> | |

B.1.6 Partner motivation, expertise and contribution

The university does not perform economic activities on the market.

What is the role and involvement (contribution and main activities) of your organisation in the project?

UNIN contributes to the transnational work aiming at designing, testing and transferring novel solutions to enhance the capacities and accessibility of the rail freight transport network. It provides and shares its expertise in transport sciences especially in regard to southern Central Europe (Slovenia, Croatia, Hungary).

On local level, UNIN will closely collaborate with Varaždin in the implementation of project activities. This includes collaboration to investigate case studies in WP1 and the elaboration of an action plan in WP3. With regard to WP2, UNIN participates in the transnational team aiming at elaborating a solution to promote additional and enhanced network of loading points to make the rail freight transport more accessible to companies and industrial areas at present not connected to the railway.

UNIN assumes the leadership of activity A.3.3 and provides the methodology for the peer review of elaborated action plans, organises and hosts an online peer review training, and supervises the implementation of peer review visits (including quality control of resulting peer review report with recommendations to the peer reviewed partner region).

If you are the project lead partner, please describe here your organisation's capacity and experience in managing and coordinating EU co-financed projects or other international projects. If you are the project partner that will coordinate communication (i.e. taking over the role of project communication manager), please describe here what are your organisation's relevant communication competences and experiences.

UNIN contributes to the communication of project results especially in regard to dissemination in the academic world (participation in calls for event presentation or submission of scientific papers).

B.1.7 Budget

| Partner budget options | Percentage |
|------------------------|------------|
| Other costs Flat Rate | 40% |

The partner budgets overview table can be separately exported as an Excel file

B.1.8 Cofinancing

| Source | Amount | Percentage |
|-------------------------------|------------|------------|
| ERDF | 137,760.00 | 80.00 % |
| Partner contribution | 34,440.00 | 20.00 % |
| Partner total eligible budget | 172,200.00 | 100.00 % |

| Origin of partner contribution | | | |
|--|--------------|-----------|---------------------------|
| Source of contribution | Legal status | Amount | % of total partner budget |
| UNIN | Public | 34,440.00 | 20.00 % |
| Contribution | | | |
| Sub-total public contribution | | 34,440.00 | 20.00 % |
| Sub-total automatic public contribution | | 0.00 | 0.00 % |
| Total | | 0.00 | 0.00 % |
| Total eligible budget | | 34,440.00 | 20.00 % |
| State Aid | | | |
| B.1.9 State Aid information | | | |
| A. Is the partner involved in economic activities within the project? | | | |
| 1. Will the partner implement activities and/or offer goods/services for which a market exists? | No | | |
| 2. Are there activities/goods/services that could have been undertaken by an operator with the view of making profit (even if this is not the partner's intention)? | No | | |
| B. Does the partner and/or any third party receive a selective advantage within the project? | | | |
| 1. Does the partner gain any benefits (or is relieved of any costs) from the economic activities mentioned under section A, which it would not have received in the normal course of business, i.e. in the absence of funding granted through the project? | No | | |
| 2. Does any economic operator (e.g. SMEs) that is outside the partnership (i.e. not listed as partner in the application form) receive an advantage through activities carried out by the partner within the project? | No | | |
| C. State aid relevant activities (select from drop-down menu based on C.4 entries) | | | |
| D. State aid regime (to be filled in ONLY after project selection) | | | |

B.1 Project partner 6

| | |
|--|---|
| B.1.1 Partner Identity | |
| Partner number | 6 |
| Partner role | PP |
| Name of the organisation in original language | Varaždinska županija |
| Name of the organisation in English | Varaždin County |
| Abbreviated name of organisation | Varaždin |
| Department / unit / division | |
| B.1.2 Partner main address | |
| Country (NUTS 0) | Hrvatska (HR) |
| Region (NUTS 2) | Sjeverna Hrvatska (HR06) |
| NUTS 3 | Varaždinska županija (HR062) |
| Street, House number, Postal code, City | Franjevački trg 7 42 000 Varaždin |
| Homepage | https://www.varazdinska-zupanija.hr/ |
| Address of department / unit / division (if applicable) | |
| Country (NUTS 0) | |
| Region (NUTS 2) | |
| NUTS 3 | |
| Street, House number, Postal code, City | |
| B.1.3 Legal and financial information | |
| Type of partner | Local public authority |
| Subtype of partner | |
| Legal status | Public |
| Sector of activity at NACE group level | 0.84.11 |
| Co-financing rate (%) | 80 |
| VAT number (if applicable) | |
| Other identifier number (if VAT number is not | 15877210917 |

| | |
|--|------------------------------|
| B.1.3 Legal and financial information | |
| available, some other organisation identifier should be used) | |
| Other identifier description (specification of the type of identifier) | National tax ID |
| PIC (from EC Participant Register), if available | |
| B.1.4 Legal Representative | |
| Legal representative (not applicable - not to be filled in) | Mr Anđelko Stričak |
| B.1.5 Contact person | |
| Contact person | Ms Larisa Križan Breljak |
| Email | larisa.krizan-breljak@vzz.hr |
| Telephone | +385912390576 |
| B.1.6 Partner motivation, expertise and contribution | |
| <p>Please describe the organisation's thematic competences and experiences relevant for the project. Please also describe what is the main business of the organisation and if the organisation is normally performing economic activities on the market.</p> | |
| <p>Varaždin County is located in northern Croatia. It is named after its county seat, the city of Varaždin. It covers an area of 1,262 square kilometres (487 sq mi) and had a population of about 175,000 people. Railways passing through the county lead to Zagreb in the south, Čakovec and Budapest (Hungary) in the north and Koprivnica in the east. Despite a TEN-T corridor passing through the county, no loading facilities are found in the area (no intermodal terminal, no sidings connecting industrial areas) and the rail line towards Koprivnica is not regularly used for rail freight transport. In order to contribute to the EU Green Deal's objectives, the county would like to take a leading role in Croatia to ameliorate the rail freight transport network access of local companies.</p> <p>The county does not perform economic activities on the market.</p> | |
| What is the role and involvement (contribution and main activities) of your organisation in the project? | |
| <p>Varaždin is responsible for the implementation of project activities on its territory (county). Varaždin participates in all project activities. This includes the research and investigation of case studies from its territory (WP1), the participation in transnational work groups co-designing and testing novel solutions (WP2; specifically loading points), and promote the uptake of found solutions in the district (including the elaboration of an action plan; WP3). Varaždin will collaborate with surrounding districts and other key stakeholders of the rail freight transport system to promote the uptake of found solutions on its territory.</p> | |
| <p>If you are the project lead partner, please describe here your organisation's capacity and experience in managing and coordinating EU co-financed projects or other international projects. If you are the project partner that will coordinate communication (i.e. taking over the role of project communication</p> | |

| | | | |
|---|---------------------|---------------|----------------------------------|
| B.1.6 Partner motivation, expertise and contribution | | | |
| manager), please describe here what are your organisation's relevant communication competences and experiences. | | | |
| B.1.7 Budget | | | |
| Partner budget options | | | Percentage |
| Staff costs flat rate | | | 20% |
| Office and administration flat rate based on direct staff costs | | | 15% |
| Travel and accommodation flat rate | | | 11% |
| The partner budgets overview table can be separately exported as an Excel file | | | |
| B.1.8 Cofinancing | | | |
| Source | | Amount | Percentage |
| ERDF | | 80,128.00 | 80.00 % |
| Partner contribution | | 20,032.00 | 20.00 % |
| Partner total eligible budget | | 100,160.00 | 100.00 % |
| Origin of partner contribution | | | |
| Source of contribution | Legal status | Amount | % of total partner budget |
| Varaždin | Public | 20,032.00 | 20.00 % |
| Contribution | | | |
| Sub-total public contribution | | 20,032.00 | 20.00 % |
| Sub-total automatic public contribution | | 0.00 | 0.00 % |
| Total | | 0.00 | 0.00 % |
| Total eligible budget | | 20,032.00 | 20.00 % |
| State Aid | | | |
| B.1.9 State Aid information | | | |
| A. Is the partner involved in economic activities within the project? | | | |
| 1. Will the partner implement activities and/or offer goods/services for which a market exists? | | No | |

| B.1.9 State Aid information | |
|---|----|
| A. Is the partner involved in economic activities within the project? | |
| 2. Are there activities/goods/services that could have been undertaken by an operator with the view of making profit (even if this is not the partner's intention)? | No |
| B. Does the partner and/or any third party receive a selective advantage within the project? | |
| 1. Does the partner gain any benefits (or is relieved of any costs) from the economic activities mentioned under section A, which it would not have received in the normal course of business, i.e. in the absence of funding granted through the project? | No |
| 2. Does any economic operator (e.g. SMEs) that is outside the partnership (i.e. not listed as partner in the application form) receive an advantage through activities carried out by the partner within the project? | No |
| C. State aid relevant activities (select from drop-down menu based on C.4 entries) | |
| D. State aid regime (to be filled in ONLY after project selection) | |

B.1 Project partner 7

| | |
|--|--|
| B.1.1 Partner Identity | |
| Partner number | 7 |
| Partner role | PP |
| Name of the organisation in original language | Rail Cargo Hungaria Árufuvarozási Zártkörűen Működő Részvénytársaság |
| Name of the organisation in English | Rail Cargo Hungaria Goods Transport Private Limited Company |
| Abbreviated name of organisation | RCH |
| Department / unit / division | |
| B.1.2 Partner main address | |
| Country (NUTS 0) | Magyarország (HU) |
| Region (NUTS 2) | Budapest (HU11) |
| NUTS 3 | Budapest (HU110) |
| Street, House number, Postal code, City | Váci út 92 1133 Budapest |
| Homepage | https://rch.railcargo.com/ |
| Address of department / unit / division (if applicable) | |
| Country (NUTS 0) | |
| Region (NUTS 2) | |
| NUTS 3 | |
| Street, House number, Postal code, City | |
| B.1.3 Legal and financial information | |
| Type of partner | Infrastructure and (public) service provider |
| Subtype of partner | |
| Legal status | Public |
| Sector of activity at NACE group level | H.49.20 |
| Co-financing rate (%) | 80 |
| VAT number (if applicable) | HU13594567 |

| | |
|--|------------------------------|
| B.1.3 Legal and financial information | |
| Other identifier number (if VAT number is not available, some other organisation identifier should be used) | |
| Other identifier description (specification of the type of identifier) | |
| PIC (from EC Participant Register), if available | |
| B.1.4 Legal Representative | |
| Legal representative (not applicable - not to be filled in) | Mr Norbert Körös |
| B.1.5 Contact person | |
| Contact person | Ms Kornélia Polcz |
| Email | kornelia.polcz@railcargo.com |
| Telephone | +36303115293 |
| B.1.6 Partner motivation, expertise and contribution | |
| <p>Please describe the organisation's thematic competences and experiences relevant for the project. Please also describe what is the main business of the organisation and if the organisation is normally performing economic activities on the market.</p> | |
| <p>Rail Cargo Hungaria Zrt. (RCH) is the market leader rail cargo company in Hungary, part of Rail Cargo Group (RCG, owned indirectly by the Austrian State) which is the second largest rail freight company in Europe and a market leader in Central Europe, present in 18 countries from the North Sea to the Black Sea and Mediterranean Sea. It had 2,2 bn EUR revenue, 7,6 Mio. EUR EBT in 2021. RCH can take care of virtually any cargo which can be forwarded on rail, providing single wagons and also blocktrains. It has direct connections to all the neighbour countries and via RCG to all EU countries and further on. RCH also provides a wide range of logistic services. A major combined terminal hub(rail-road) in Budapest also belongs to RCG. RCH transports around 27 million tons of goods annually. From this amount around 10 million tons are transported with its own fleet of 48 locomotives and appr 9 thousand wagons. RCH is normally performing economic activities on the market. It has been involved in transnational projects such as CE TalkNET and SEE GIFT. Therefore RCH as a rail cargo operator is fully aware of the relevant EU and HU policies and legislation and has accumulated a wide range of experience in the project topic. It is also in a close contact with the major market players in Hungary including the policy level, too. RCH, like most European incumbent railway companies, currently provides a single wagon service (subsidised by the HU government in line with EU state aid rules), making environmentally friendly rail transport available to many small and medium-sized enterprises who otherwise would not be able to afford such a rail cargo service. Furthermore it works together with a lot of customers who have their industrial sidings which are also served by RCH.</p> | |
| <p>What is the role and involvement (contribution and main activities) of your organisation in the project?</p> | |
| <p>RCH will actively participate in the project as a partner with a long history and full knowledge of the rail</p> | |

B.1.6 Partner motivation, expertise and contribution

cargo market in HU and in Europe (via RCG). Project activities of RCH will be focused on the South Great Plains Region (Dél-Alföld) of Hungary. The predominantly rural region – in spite of its increasing share in the national economy, more incoming major foreign investment and the strengthening of the SME sector - has a relatively low rail traffic despite the fact that many secondary lines and two main railways lines (TEN-T corridors Rhine-Danube and Orient - East Med; part of the European Rail Freight Corridors network) are crossing the region. However there are several sidings – some of them are out of use, some are still in use or revitalized recently – which RHC has a knowledge of and sometimes also serve them as rail cargo operator which will be the subject of this project.

As of a particular interest for the project the state aid scheme for single wagonload transport was introduced in Hungary in November 2021. In the project RCH would like to share its experience as a team leader related to the single wagonload transport, present the Hungarian model, and look for other possible solutions – digital innovation - to ensure that the European single wagonload system is maintained (D.2.2.4). Without single wagonload transport, a large part of the branch lines and industrial siding would not be able to be integrated into the rail freight transport.

RCH will channel the project results to national level (including the government) and also to other players in Hungary via its network of various interest groups, business associations using a wide range of communication tools (existing conferences, workshops, newsletters etc).

If you are the project lead partner, please describe here your organisation's capacity and experience in managing and coordinating EU co-financed projects or other international projects. If you are the project partner that will coordinate communication (i.e. taking over the role of project communication manager), please describe here what are your organisation's relevant communication competences and experiences.

B.1.7 Budget

| Partner budget options | Percentage |
|------------------------|------------|
| Other costs Flat Rate | 40% |

The partner budgets overview table can be separately exported as an Excel file

B.1.8 Cofinancing

| Source | Amount | Percentage |
|-------------------------------|------------|------------|
| ERDF | 134,400.00 | 80.00 % |
| Partner contribution | 33,600.00 | 20.00 % |
| Partner total eligible budget | 168,000.00 | 100.00 % |

Origin of partner contribution

| Source of contribution | Legal status | Amount | % of total partner budget |
|------------------------|--------------|----------|---------------------------|
| RCH | Public | 8,400.00 | 5.00 % |

| Origin of partner contribution | | | |
|--|---------------------|---------------|----------------------------------|
| Source of contribution | Legal status | Amount | % of total partner budget |
| Ministry of Finance of Hungary | Automatic Public | 25,200.00 | 15.00 % |
| Contribution | | | |
| Sub-total public contribution | | 8,400.00 | 5.00 % |
| Sub-total automatic public contribution | | 25,200.00 | 15.00 % |
| Total | | 0.00 | 0.00 % |
| Total eligible budget | | 33,600.00 | 20.00 % |
| State Aid | | | |
| B.1.9 State Aid information | | | |
| A. Is the partner involved in economic activities within the project? | | | |
| 1. Will the partner implement activities and/or offer goods/services for which a market exists? | No | | |
| 2. Are there activities/goods/services that could have been undertaken by an operator with the view of making profit (even if this is not the partner's intention)? | No | | |
| B. Does the partner and/or any third party receive a selective advantage within the project? | | | |
| 1. Does the partner gain any benefits (or is relieved of any costs) from the economic activities mentioned under section A, which it would not have received in the normal course of business, i.e. in the absence of funding granted through the project? | No | | |
| 2. Does any economic operator (e.g. SMEs) that is outside the partnership (i.e. not listed as partner in the application form) receive an advantage through activities carried out by the partner within the project? | No | | |
| C. State aid relevant activities (select from drop-down menu based on C.4 entries) | | | |
| D. State aid regime (to be filled in ONLY after project selection) | | | |

B.1 Project partner 8

| | |
|--|---|
| B.1.1 Partner Identity | |
| Partner number | 8 |
| Partner role | PP |
| Name of the organisation in original language | Małopolska Agencja Rozwoju Regionalnego |
| Name of the organisation in English | Malopolska Regional Development Agency |
| Abbreviated name of organisation | MARR |
| Department / unit / division | |
| B.1.2 Partner main address | |
| Country (NUTS 0) | Polska (PL) |
| Region (NUTS 2) | Małopolskie (PL21) |
| NUTS 3 | Miasto Kraków (PL213) |
| Street, House number, Postal code, City | Kazimierza Kordylewskiego 11 31-542 Kraków |
| Homepage | https://www.marr.pl/ |
| Address of department / unit / division (if applicable) | |
| Country (NUTS 0) | |
| Region (NUTS 2) | |
| NUTS 3 | |
| Street, House number, Postal code, City | |
| B.1.3 Legal and financial information | |
| Type of partner | Sectoral agency |
| Subtype of partner | |
| Legal status | Public |
| Sector of activity at NACE group level | M.70.22 |
| Co-financing rate (%) | 80 |
| VAT number (if applicable) | |
| Other identifier number (if VAT number is not | 676-005-88-47 |

| | |
|---|---------------------|
| B.1.3 Legal and financial information | |
| available, some other organisation identifier should be used) | |
| Other identifier description (specification of the type of identifier) | National VAT number |
| PIC (from EC Participant Register), if available | |
| B.1.4 Legal Representative | |
| Legal representative (not applicable - not to be filled in) | Ms Barbara Bubula |
| B.1.5 Contact person | |
| Contact person | Ms Anna Zych |
| Email | anna.zych@marr.pl |
| Telephone | +48785059075 |
| B.1.6 Partner motivation, expertise and contribution | |
| <p>Please describe the organisation's thematic competences and experiences relevant for the project. Please also describe what is the main business of the organisation and if the organisation is normally performing economic activities on the market.</p> | |
| <p>In Poland and Małopolska Region, the transport sector has been underfunded and underinvested in recent decades. It does not meet the needs resulting from both the pace of economic development of the country and Poland's membership in the European Union. The freight transport in Małopolska is limited, though its possibilities are increasing. However, it is necessary to adapt the railway infrastructure, including sidings and terminals, to the needs of such transport. Intermodal transport, combining two or more types of transport into one system, is underdeveloped in Małopolska. There are only two terminals in Małopolska (35 in Poland), so the share of the voivodeship in container freight is small.</p> <p>MARR plays a vital role as a tool of the voivodeship self-government, supporting entrepreneurship development in its broadest sense. We are a key business support institution in the region. We take the initiative to create solutions and directions for regional policy and partner in designing and implementing regional strategy.</p> <p>Our statutory goal is to conduct activities supporting the development of the Małopolska region, including: -promoting entrepreneurship; -providing financial assistance for the implementation of economic and social projects; -cooperating with local government units for social and economic initiatives; -supporting rural modernization processes; -participating in European programs; -acting for environmental protection; -creating and managing industrial parks and investment zones.</p> <p>MARR recognizes the need and necessity for the development of rail freight transportation as an essential element in the development of the entire region. The transportation infrastructure is a key factor in the region's growth and reduces intra-regional disparities. It requires constant expansion and</p> | |

B.1.6 Partner motivation, expertise and contribution

adjustment to changing needs and challenges. Infrastructure equipment and its technical condition are key factors influencing transport development.

What is the role and involvement (contribution and main activities) of your organisation in the project?

MARR is responsible for the implementation of project activities in Malopolska Region. MARR participates in all project activities. This includes the research and investigation of case studies from Malopolska (WP1), the participation in transnational work groups co-designing and testing novel solutions (WP2; specifically branch/feeder lines and single waggon transport), and promote the uptake of found solutions in Malopolska (including the elaboration of an action plan; WP3). To that aim the agency will closely collaborate with the Marshall Office of the Malopolska voivodship, which is also the owner of MARR. Results will help to drive regional development policies and spatial planning towards the objective of a minimisation of transport-related carbon emissions and hence a higher competitiveness of the regional economy.

If you are the project lead partner, please describe here your organisation's capacity and experience in managing and coordinating EU co-financed projects or other international projects. If you are the project partner that will coordinate communication (i.e. taking over the role of project communication manager), please describe here what are your organisation's relevant communication competences and experiences.

B.1.7 Budget

| Partner budget options | Percentage |
|---|------------|
| Office and administration flat rate based on direct staff costs | 15% |
| Travel and accommodation flat rate | 9% |

The partner budgets overview table can be separately exported as an Excel file

B.1.8 Cofinancing

| Source | Amount | Percentage |
|-------------------------------|------------|------------|
| ERDF | 84,544.00 | 80.00 % |
| Partner contribution | 21,136.00 | 20.00 % |
| Partner total eligible budget | 105,680.00 | 100.00 % |

Origin of partner contribution

| Source of contribution | Legal status | Amount | % of total partner budget |
|------------------------|--------------|-----------|---------------------------|
| MARR | Public | 21,136.00 | 20.00 % |

Contribution

| | | |
|-------------------------------|-----------|---------|
| Sub-total public contribution | 21,136.00 | 20.00 % |
|-------------------------------|-----------|---------|

| Contribution | | |
|--|-----------|---------|
| Sub-total automatic public contribution | 0.00 | 0.00 % |
| Total | 0.00 | 0.00 % |
| Total eligible budget | 21,136.00 | 20.00 % |
| State Aid | | |
| B.1.9 State Aid information | | |
| A. Is the partner involved in economic activities within the project? | | |
| 1. Will the partner implement activities and/or offer goods/services for which a market exists? | No | |
| 2. Are there activities/goods/services that could have been undertaken by an operator with the view of making profit (even if this is not the partner's intention)? | No | |
| B. Does the partner and/or any third party receive a selective advantage within the project? | | |
| 1. Does the partner gain any benefits (or is relieved of any costs) from the economic activities mentioned under section A, which it would not have received in the normal course of business, i.e. in the absence of funding granted through the project? | No | |
| 2. Does any economic operator (e.g. SMEs) that is outside the partnership (i.e. not listed as partner in the application form) receive an advantage through activities carried out by the partner within the project? | No | |
| C. State aid relevant activities (select from drop-down menu based on C.4 entries) | | |
| D. State aid regime (to be filled in ONLY after project selection) | | |

B.1 Project partner 9

| | |
|--|---|
| B.1.1 Partner Identity | |
| Partner number | 9 |
| Partner role | PP |
| Name of the organisation in original language | KORDIS JMK, a.s. |
| Name of the organisation in English | KORDIS |
| Abbreviated name of organisation | KORDIS JMK |
| Department / unit / division | |
| B.1.2 Partner main address | |
| Country (NUTS 0) | Česko (CZ) |
| Region (NUTS 2) | Jihovýchod (CZ06) |
| NUTS 3 | Jihomoravský kraj (CZ064) |
| Street, House number, Postal code, City | Nové sady 30 600 02 Brno |
| Homepage | https://www.idsjmk.cz/ |
| Address of department / unit / division (if applicable) | |
| Country (NUTS 0) | |
| Region (NUTS 2) | |
| NUTS 3 | |
| Street, House number, Postal code, City | |
| B.1.3 Legal and financial information | |
| Type of partner | Infrastructure and (public) service provider |
| Subtype of partner | |
| Legal status | Public |
| Sector of activity at NACE group level | H.49.3 |
| Co-financing rate (%) | 80 |
| VAT number (if applicable) | CZ26298465 |
| Other identifier number (if VAT number is not | |

| | |
|---|------------------------|
| B.1.3 Legal and financial information | |
| available, some other organisation identifier should be used) | |
| Other identifier description (specification of the type of identifier) | |
| PIC (from EC Participant Register), if available | 906062548 |
| B.1.4 Legal Representative | |
| Legal representative (not applicable - not to be filled in) | Mr Jiří Horský |
| B.1.5 Contact person | |
| Contact person | Mr Vojtěch Elstner |
| Email | velstner@kordis-jmk.cz |
| Telephone | +420543426667 |
| B.1.6 Partner motivation, expertise and contribution | |
| <p>Please describe the organisation's thematic competences and experiences relevant for the project. Please also describe what is the main business of the organisation and if the organisation is normally performing economic activities on the market.</p> | |
| <p>KORDIS JMK is a publicly owned company founded by the South Moravian Region (NUTS 3) and the City of Brno. KORDIS is responsible for the Integrated Public Transport in the South Moravian Region and ensures comprehensive activities in all types of public transport, e.g. in conceptual planning, operational inspection, controlling and public relations. KORDIS is in charge of managing, developing and maintenance of regional and city public transport including local and regional buses and trains. KORDIS has a long term experience in the fields of intermodal transport, coordination of intermodal public transport nodes, passenger information services, usage of satellite navigation for Public Transport Central Managing Centre, etc. Nevertheless, none of the activities is market oriented.</p> <p>Freight transport in the Czech Republic is fully in hands of private sector. Regions do not have any competence to stimulate this sector because it is not paid from public budget. However coordination between freight and passenger transport is needed due to sharing of the railway network incl. related technical facilities such as electricity supply. That is why KORDIS has been selected to represent the territory. At the same time the South Moravian Region is at the moment very deeply considering the possibility to use hybrid trains for non-electrized branches and is deeply discussing with the state Railway Infrastructure Administration the possibilities to build up a powering spots in several non-electrized stations. These spots could be used for freight last-mile rail-operators or siding's owners.</p> <p>In regard of the coordination of rail freight transport, KORDIS represents interests of the South Moravian Region in order to create synergies and to mitigate possible negative effects between passenger and freight transport on regional tracks. KORDIS will establish a competence center for regional rail freight to optimise the use of rail infrastructure between passenger and freight trains.</p> | |

B.1.6 Partner motivation, expertise and contribution

What is the role and involvement (contribution and main activities) of your organisation in the project?

KORDIS is responsible for the implementation of project activities in the South Moravian Region. KORDIS participates in all project activities. This includes the research and investigation of case studies from the South Moravian Region (WP1), the participation in transnational work groups co-designing and testing novel solutions (WP2; specifically industrial sidings and revitalisation of feeder lines), and promote the uptake of found solutions in the South Moravian Region (including the elaboration of an action plan; WP3). To the latter aim KORDIS will closely collaborate with the South Moravian Region as body responsible for regional development.

The participation of KORDIS, mainly responsible for questions of passenger transport, in this project follows a request by the South Moravian Region. KORDIS has been selected to represent the territory because of its expertise in railway planning and management. With regard to the maintenance of branch lines used by passenger transport, the region's rail infrastructure would benefit from an increased use of rail lines for freight rail transportation. All activities and results will be coordinated with the South Moravian Region.

If you are the project lead partner, please describe here your organisation's capacity and experience in managing and coordinating EU co-financed projects or other international projects. If you are the project partner that will coordinate communication (i.e. taking over the role of project communication manager), please describe here what are your organisation's relevant communication competences and experiences.

n/a

B.1.7 Budget

| Partner budget options | Percentage |
|---|------------|
| Office and administration flat rate based on direct staff costs | 15% |
| Travel and accommodation flat rate | 7% |

The partner budgets overview table can be separately exported as an Excel file

B.1.8 Cofinancing

| Source | Amount | Percentage |
|-------------------------------|------------|------------|
| ERDF | 222,240.00 | 80.00 % |
| Partner contribution | 55,560.00 | 20.00 % |
| Partner total eligible budget | 277,800.00 | 100.00 % |

Origin of partner contribution

| Source of contribution | Legal status | Amount | % of total partner budget |
|------------------------|--------------|-----------|---------------------------|
| KORDIS JMK | Public | 55,560.00 | 20.00 % |

| Contribution | | |
|---|-----------|---------|
| Sub-total public contribution | 55,560.00 | 20.00 % |
| Sub-total automatic public contribution | 0.00 | 0.00 % |
| Total | 0.00 | 0.00 % |
| Total eligible budget | 55,560.00 | 20.00 % |
| State Aid | | |
| B.1.9 State Aid information | | |
| A. Is the partner involved in economic activities within the project? | | |
| 1. Will the partner implement activities and/or offer goods/services for which a market exists? | No | |
| 2. Are there activities/goods/services that could have been undertaken by an operator with the view of making profit (even if this is not the partner's intention)? | No | |
| B. Does the partner and/or any third party receive a selective advantage within the project? | | |
| 1. Does the partner gain any benefits (or is relieved of any costs) from the economic activities mentioned under section A, which it would not have received in the normal course of business, i.e. in the absence of funding granted through the project? | No | |
| 2. Does any economic operator (e.g. SMEs) that is outside the partnership (i.e. not listed as partner in the application form) receive an advantage through activities carried out by the partner within the project? | No | |
| C. State aid relevant activities (select from drop-down menu based on C.4 entries) | | |
| D. State aid regime (to be filled in ONLY after project selection) | | |

B.1 Project partner 10

| | |
|--|---|
| B.1.1 Partner Identity | |
| Partner number | 10 |
| Partner role | PP |
| Name of the organisation in original language | LCA LOGISTIK CENTER Austria Süd GmbH |
| Name of the organisation in English | LCA Logistics Center Austria South |
| Abbreviated name of organisation | LCA Sued |
| Department / unit / division | |
| B.1.2 Partner main address | |
| Country (NUTS 0) | Österreich (AT) |
| Region (NUTS 2) | Kärnten (AT21) |
| NUTS 3 | Klagenfurt-Villach (AT211) |
| Street, House number, Postal code, City | Hart 100 9586 Fürnitz |
| Homepage | https://www.lca-sued.at/ |
| Address of department / unit / division (if applicable) | |
| Country (NUTS 0) | |
| Region (NUTS 2) | |
| NUTS 3 | |
| Street, House number, Postal code, City | |
| B.1.3 Legal and financial information | |
| Type of partner | Infrastructure and (public) service provider |
| Subtype of partner | |
| Legal status | Public |
| Sector of activity at NACE group level | N.82 |
| Co-financing rate (%) | 80 |
| VAT number (if applicable) | |
| Other identifier number (if VAT number is not | FN 471587 k |

| | |
|--|--------------------------------|
| B.1.3 Legal and financial information | |
| available, some other organisation identifier should be used) | |
| Other identifier description (specification of the type of identifier) | Legal registration number |
| PIC (from EC Participant Register), if available | |
| B.1.4 Legal Representative | |
| Legal representative (not applicable - not to be filled in) | Mr Udo Tarmann |
| B.1.5 Contact person | |
| Contact person | Ms Julia Feinig-Freunschlag |
| Email | Feinig-Freunschlag@lca-sued.at |
| Telephone | +43425720610 |
| B.1.6 Partner motivation, expertise and contribution | |
| <p>Please describe the organisation's thematic competences and experiences relevant for the project. Please also describe what is the main business of the organisation and if the organisation is normally performing economic activities on the market.</p> | |
| <p>The Logistik Center Austria Süd GmbH (LCA Sued) and the logistics hub of the same name is located in Fürnitz/Villach and is 100% publicly owned (Government of Carinthia and Austrian Railways/ÖBB). The site covers a total area of over 160 hectares and is located directly at the intersection of the Tauern and Baltic-Adriatic axes. The mission of LCA Sued is to manage and promote the development of the intermodal logistic node of Fürnitz. LCAS can count on an excellent network in and access to the European transportation market. LCA Sued' main tasks beside the development of the hub are: international location marketing, attracting business settlements through the International Investors Service, promotion of cooperation projects between companies on-site and participation in international projects, e.g. EU projects.</p> <p>LCA Sued aims to enhance the accessibility of regional rail freight transport network for local companies, for example those located along the Gailtalbahn, a regional feeder line currently not used for freight transport. Linking local companies to the rail network would enable them to transport their goods by rail to the Fürnitz shunting yard and onward to many European and national destinations. LCA Sued closely collaborates with the Government of Carinthia in all questions of regional logistics.</p> | |
| What is the role and involvement (contribution and main activities) of your organisation in the project? | |
| <p>LCA Sued is responsible for the implementation of project activities in Carinthia. LCA Sued participates in all project activities. This includes the research and investigation of case studies from Carinthia (WP1), the participation in transnational work groups co-designing and testing novel solutions (WP2; specifically branch/feeder lines and loading points), and promote the uptake of found solutions in Carinthia (including the elaboration of an action plan; WP3). To the latter aim it collaborates closely with</p> | |

B.1.6 Partner motivation, expertise and contribution

the Regional Government of Carinthia, which participates in Rail4Regions in the capacity of an associated partner. In regard of the transnational work team co-elaborating and testing novel approaches in regard of branch and feeder lines, LCA Sued will act as team leader co-ordinating the process and a pilot action which focuses on the Gailtalbahn as a feeder line linking Carinthian companies to the region's main intermodal terminal for onward transport to Italy and other parts of Europe. The found solution will furthermore presented by LCA Sued in a video tutorial.

If you are the project lead partner, please describe here your organisation's capacity and experience in managing and coordinating EU co-financed projects or other international projects. If you are the project partner that will coordinate communication (i.e. taking over the role of project communication manager), please describe here what are your organisation's relevant communication competences and experiences.

B.1.7 Budget

| Partner budget options | Percentage |
|---|------------|
| Staff costs flat rate | 20% |
| Office and administration flat rate based on direct staff costs | 15% |
| Travel and accommodation flat rate | 5% |

The partner budgets overview table can be separately exported as an Excel file

B.1.8 Cofinancing

| Source | Amount | Percentage |
|-------------------------------|------------|------------|
| ERDF | 92,256.00 | 80.00 % |
| Partner contribution | 23,064.00 | 20.00 % |
| Partner total eligible budget | 115,320.00 | 100.00 % |

Origin of partner contribution

| Source of contribution | Legal status | Amount | % of total partner budget |
|------------------------|--------------|-----------|---------------------------|
| LCA Sued | Public | 23,064.00 | 20.00 % |

Contribution

| | | |
|---|-----------|---------|
| Sub-total public contribution | 23,064.00 | 20.00 % |
| Sub-total automatic public contribution | 0.00 | 0.00 % |
| Total | 0.00 | 0.00 % |
| Total eligible budget | 23,064.00 | 20.00 % |

| | |
|--|----|
| State Aid | |
| B.1.9 State Aid information | |
| A. Is the partner involved in economic activities within the project? | |
| 1. Will the partner implement activities and/or offer goods/services for which a market exists? | No |
| 2. Are there activities/goods/services that could have been undertaken by an operator with the view of making profit (even if this is not the partner's intention)? | No |
| B. Does the partner and/or any third party receive a selective advantage within the project? | |
| 1. Does the partner gain any benefits (or is relieved of any costs) from the economic activities mentioned under section A, which it would not have received in the normal course of business, i.e. in the absence of funding granted through the project? | No |
| 2. Does any economic operator (e.g. SMEs) that is outside the partnership (i.e. not listed as partner in the application form) receive an advantage through activities carried out by the partner within the project? | No |
| C. State aid relevant activities (select from drop-down menu based on C.4 entries) | |
| D. State aid regime (to be filled in ONLY after project selection) | |

B.1 Project partner 11

| | |
|--|---|
| B.1.1 Partner Identity | |
| Partner number | 11 |
| Partner role | PP |
| Name of the organisation in original language | T BRIDGE |
| Name of the organisation in English | T BRIDGE |
| Abbreviated name of organisation | T BRIDGE |
| Department / unit / division | |
| B.1.2 Partner main address | |
| Country (NUTS 0) | Italia (IT) |
| Region (NUTS 2) | Liguria (ITC3) |
| NUTS 3 | Genova (ITC33) |
| Street, House number, Postal code, City | Via Garibaldi 7/10 16124 Genova |
| Homepage | https://www.tbridge.it/ |
| Address of department / unit / division (if applicable) | |
| Country (NUTS 0) | |
| Region (NUTS 2) | |
| NUTS 3 | |
| Street, House number, Postal code, City | |
| B.1.3 Legal and financial information | |
| Type of partner | Enterprise, except SME |
| Subtype of partner | Large enterprise |
| Legal status | Private |
| Sector of activity at NACE group level | J.62.02 |
| Co-financing rate (%) | 80 |
| VAT number (if applicable) | IT02727930360 |
| Other identifier number (if VAT number is not | |

| | |
|--|----------------------|
| B.1.3 Legal and financial information | |
| available, some other organisation identifier should be used) | |
| Other identifier description (specification of the type of identifier) | |
| PIC (from EC Participant Register), if available | 941009514 |
| B.1.4 Legal Representative | |
| Legal representative (not applicable - not to be filled in) | Mr Raffaele Boccardo |
| B.1.5 Contact person | |
| Contact person | Ms Maryam Chegeni |
| Email | m.chegeni@tbridge.it |
| Telephone | +393481582576 |
| B.1.6 Partner motivation, expertise and contribution | |
| <p>Please describe the organisation's thematic competences and experiences relevant for the project. Please also describe what is the main business of the organisation and if the organisation is normally performing economic activities on the market.</p> | |
| <p>T Bridge S.p.A. is an Italian management consulting and ICT company, a branch of BV Tech Group, which gathers a dozen companies (over 600 professionals) specialized in ICT services. T Bridge's clients are both public bodies and private companies. The company has a turnover of about 11 million euros and employs around one hundred highly-specialised people during 2017. T Bridge's main area of expertise lies in the field of transport planning and sustainable mobility system design. This includes public transport as well as logistics and services to both public and private entities. Its consulting capacity and insights in transport markets in Italy and Europe allow T Bridge to enrich the partnership with market-related knowledge. As such, T Bridge will take a leading role in a number of Rail4Regions activities (see below).</p> <p>As a private company, T Bridge performs project activities similar to consulting services concerning rail transport planning and governance and innovative and smart transport solutions design and has a plurality of experiences in Italian Regions, in public and private undertaking.</p> | |
| What is the role and involvement (contribution and main activities) of your organisation in the project? | |
| <p>T Bridge has a transversal role in the Rail4Regions partnership. As such the company participates in all project activities and shares its expertise and broad knowledge. T Bridge supports all partners in the capitalisation of available knowledge and transport techniques (WP1), participates in transnational work groups co-designing and testing novel solutions (WP2; specifically branch and feeder lines), and promote the uptake of found solutions through its networks (WP3). T Bridge will furthermore provide its expertise in all stages of the project and share latest findings from HORIZON 2020 projects and other research projects of the company.</p> | |

B.1.6 Partner motivation, expertise and contribution

T Bridge will furthermore assume the leadership for activity A.1.3 (White Paper elaboration), provide a methodology to assess the outcomes of pilot actions (D.2.4.1), and joins forces with UNIZA to elaborate a methodology to transparently estimate the modal split shifting and related CO2 saving potentials of territorial action plans (D.3.1.2). Moreover, T Bridge will take use of its experience as a transport planner and consultant and shares its expertise with the project partners in all stages of the project implementation.

If you are the project lead partner, please describe here your organisation's capacity and experience in managing and coordinating EU co-financed projects or other international projects. If you are the project partner that will coordinate communication (i.e. taking over the role of project communication manager), please describe here what are your organisation's relevant communication competences and experiences.

B.1.7 Budget

| Partner budget options | Percentage |
|---|------------|
| Office and administration flat rate based on direct staff costs | 15% |
| Travel and accommodation flat rate | 6% |

The partner budgets overview table can be separately exported as an Excel file

B.1.8 Cofinancing

| Source | Amount | Percentage |
|-------------------------------|------------|------------|
| ERDF | 174,240.00 | 80.00 % |
| Partner contribution | 43,560.00 | 20.00 % |
| Partner total eligible budget | 217,800.00 | 100.00 % |

Origin of partner contribution

| Source of contribution | Legal status | Amount | % of total partner budget |
|------------------------|--------------|-----------|---------------------------|
| T BRIDGE | Private | 43,560.00 | 20.00 % |

Contribution

| | | |
|---|-----------|---------|
| Sub-total public contribution | 0.00 | 0.00 % |
| Sub-total automatic public contribution | 0.00 | 0.00 % |
| Total | 43,560.00 | 20.00 % |
| Total eligible budget | 43,560.00 | 20.00 % |

| | |
|--|----|
| State Aid | |
| B.1.9 State Aid information | |
| A. Is the partner involved in economic activities within the project? | |
| 1. Will the partner implement activities and/or offer goods/services for which a market exists? | No |
| 2. Are there activities/goods/services that could have been undertaken by an operator with the view of making profit (even if this is not the partner's intention)? | No |
| B. Does the partner and/or any third party receive a selective advantage within the project? | |
| 1. Does the partner gain any benefits (or is relieved of any costs) from the economic activities mentioned under section A, which it would not have received in the normal course of business, i.e. in the absence of funding granted through the project? | No |
| 2. Does any economic operator (e.g. SMEs) that is outside the partnership (i.e. not listed as partner in the application form) receive an advantage through activities carried out by the partner within the project? | No |
| C. State aid relevant activities (select from drop-down menu based on C.4 entries) | |
| D. State aid regime (to be filled in ONLY after project selection) | |

B.1 Project partner 12

| | |
|--|---|
| B.1.1 Partner Identity | |
| Partner number | 12 |
| Partner role | PP |
| Name of the organisation in original language | Provincia di Novara |
| Name of the organisation in English | Province of Novara |
| Abbreviated name of organisation | Novara |
| Department / unit / division | Financial and Human Resources Department |
| B.1.2 Partner main address | |
| Country (NUTS 0) | Italia (IT) |
| Region (NUTS 2) | Piemonte (ITC1) |
| NUTS 3 | Novara (ITC15) |
| Street, House number, Postal code, City | Piazza Matteotti 1 28100 Novara |
| Homepage | https://www.provincia.novara.it/ |
| Address of department / unit / division (if applicable) | |
| Country (NUTS 0) | Italia (IT) |
| Region (NUTS 2) | Piemonte (ITC1) |
| NUTS 3 | Novara (ITC15) |
| Street, House number, Postal code, City | Piazza Matteotti 1 28100 Novara |
| B.1.3 Legal and financial information | |
| Type of partner | Local public authority |
| Subtype of partner | |
| Legal status | Public |
| Sector of activity at NACE group level | 0.84.11 |
| Co-financing rate (%) | 80 |
| VAT number (if applicable) | |

| | |
|--|---------------------------|
| B.1.3 Legal and financial information | |
| Other identifier number (if VAT number is not available, some other organisation identifier should be used) | 01059850030 |
| Other identifier description (specification of the type of identifier) | National tax ID |
| PIC (from EC Participant Register), if available | |
| B.1.4 Legal Representative | |
| Legal representative (not applicable - not to be filled in) | Mr Federico Binatti |
| B.1.5 Contact person | |
| Contact person | Ms Sara Brugo |
| Email | bandi@provincia.novara.it |
| Telephone | +390321378206 |
| B.1.6 Partner motivation, expertise and contribution | |
| <p>Please describe the organisation's thematic competences and experiences relevant for the project. Please also describe what is the main business of the organisation and if the organisation is normally performing economic activities on the market.</p> | |
| <p>The Province of Novara has a specific competence in the field of territorial planning, which means the elaboration of guidelines the municipalities must comply within their urban settlement plans (included productive areas), as well as on the whole extra urban organisation of the countryside and the various infrastructures dedicated to services.</p> <p>Due to this, the Province is the first responsible entity for the implementation of the "Atto di Indirizzo", which constitutes the major tool to guide and realise the improvement of the logistics and transportation system in the area of Novara.</p> <p>Novara was involved in EU projects related to the transportation of dangerous goods and connected logistics, with results to promote and support the realisation of several interventions (services as cleaning station, ICT services etc.) and also producing numerous studies in the field, which can give the project important thematic contributions.</p> <p>The Province of Novara has 370.000 inhabitants and a GDP of 10 billion Euro. The largest multimodal terminal is located at cross-road of two important TEN-T corridors at Novara.</p> <p>The Italian provinces are passing through a phase of substantial re-organisation. The following tasks will be kept for sure by the province:</p> <ul style="list-style-type: none"> - Territorial planning for indication about urban plans (included productive areas) and the organisation of all the countryside and the infrastructure system; - Education, in term of school building and vocational guidance; | |

B.1.6 Partner motivation, expertise and contribution

- Local roads, construction and maintenance;
- Environment protection: wastes, air pollution, soil pollution, water pollution, landscape (linked to territorial planning);
- Equal opportunities.

Province of Novara is not performing economic activities on the market.

What is the role and involvement (contribution and main activities) of your organisation in the project?

Novara is responsible for the implementation of project activities on its territory (province). Novara participates in all project activities. This includes the research and investigation of case studies from its territory (WP1), the participation in transnational work groups co-designing and testing novel solutions (WP2; specifically branch and feeder lines), and promote the uptake of found solutions in the province (including the elaboration of an action plan; WP3). Novara will collaborate with Regione Piemonte and other key stakeholders of the rail freight transport system to promote the uptake of found solutions on its territory.

The province of Novara can adopt both the White Paper and an action plan dedicated to its territory, and then suggest it to the Piedmont Region which has the competence to approve and implement it.

If you are the project lead partner, please describe here your organisation's capacity and experience in managing and coordinating EU co-financed projects or other international projects. If you are the project partner that will coordinate communication (i.e. taking over the role of project communication manager), please describe here what are your organisation's relevant communication competences and experiences.

B.1.7 Budget

| Partner budget options | Percentage |
|---|------------|
| Staff costs flat rate | 20% |
| Office and administration flat rate based on direct staff costs | 15% |
| Travel and accommodation flat rate | 6% |

The partner budgets overview table can be separately exported as an Excel file

B.1.8 Cofinancing

| Source | Amount | Percentage |
|-------------------------------|-----------|------------|
| ERDF | 79,488.00 | 80.00 % |
| Partner contribution | 19,872.00 | 20.00 % |
| Partner total eligible budget | 99,360.00 | 100.00 % |

| Origin of partner contribution | | | |
|--|---------------------|---------------|----------------------------------|
| Source of contribution | Legal status | Amount | % of total partner budget |
| Novara | Public | 0.00 | 0.00 % |
| Fondo di rotazione | Automatic Public | 19,872.00 | 20.00 % |
| Contribution | | | |
| Sub-total public contribution | | 0.00 | 0.00 % |
| Sub-total automatic public contribution | | 19,872.00 | 20.00 % |
| Total | | 0.00 | 0.00 % |
| Total eligible budget | | 19,872.00 | 20.00 % |
| State Aid | | | |
| B.1.9 State Aid information | | | |
| A. Is the partner involved in economic activities within the project? | | | |
| 1. Will the partner implement activities and/or offer goods/services for which a market exists? | No | | |
| 2. Are there activities/goods/services that could have been undertaken by an operator with the view of making profit (even if this is not the partner's intention)? | No | | |
| B. Does the partner and/or any third party receive a selective advantage within the project? | | | |
| 1. Does the partner gain any benefits (or is relieved of any costs) from the economic activities mentioned under section A, which it would not have received in the normal course of business, i.e. in the absence of funding granted through the project? | No | | |
| 2. Does any economic operator (e.g. SMEs) that is outside the partnership (i.e. not listed as partner in the application form) receive an advantage through activities carried out by the partner within the project? | No | | |
| C. State aid relevant activities (select from drop-down menu based on C.4 entries) | | | |

| | |
|---|--|
| D. State aid regime (to be filled in ONLY after project selection) | |
|---|--|

B.2 Associated partners

| Associated partner number | Status | Name of the organisation in original language | Associated to project partner |
|---------------------------|--------|---|-------------------------------|
| 1 | Active | Land Kärnten, Abteilung 7 - Wirtschaft, Tourismus und Mobilität | LCA Sued |
| 2 | Active | LTE Logistik a Transport Slovakia s.r.o. | UNIZA |
| 3 | Active | DB Cargo AG | TMIL |
| 4 | Active | Jihomoravský kraj | KORDIS JMK |
| 5 | Active | Bundesministerium für Wohnen, Stadtentwicklung und Bauwesen | TMIL |

| Land Kärnten, Abteilung 7 - Wirtschaft, Tourismus und Mobilität AO1 | |
|---|---|
| Partner number | PP10 |
| Name of the organisation in original language | Land Kärnten, Abteilung 7 - Wirtschaft, Tourismus und Mobilität |
| Name of the organisation in English | Regional Government of Carinthia, Department 7 - Economy, Tourism and Mobility |
| Country (NUTS 0) | Österreich (AT) |
| Region (NUTS 2) | Kärnten (AT21) |
| NUTS 3 | Klagenfurt-Villach (AT211) |
| Street, House number, Postal code, City | Mießtaler Straße 1 9021 Klagenfurt am Wörthersee |
| Legal representative (not applicable - not to be filled in) | |
| Contact person | Mr Hans Schuschnig |
| Email | Hans.Schuschnig@ktn.gv.at |
| Telephone | +435053617071 |
| Partner role | The Regional Government of Carinthia is a co-owner of LCA Sued and the regional public authority of Carinthia. As such it has the legal competency in spatial planning and regional development policies. The Regional Government of Carinthia will supervise |

| | |
|---|---|
| Land Kärnten, Abteilung 7 - Wirtschaft, Tourismus und Mobilität AO1 | |
| | the project activities of LCA Sued and contribute to the elaboration of an action plan for the territory. It will furthermore contribute to the communication of project outcomes through its networks. |

| LTE Logistik a Transport Slovakia s.r.o. A02 | |
|--|---|
| Partner number | PP3 |
| Name of the organisation in original language | LTE Logistik a Transport Slovakia s.r.o. |
| Name of the organisation in English | LTE Logistics and Transport Slovakia s.r.o. |
| Country (NUTS 0) | Slovensko (SK) |
| Region (NUTS 2) | Bratislavský kraj (SK01) |
| NUTS 3 | Bratislavský kraj (SK010) |
| Street, House number, Postal code, City | Kopčianska 21 851 01 Petržalka |
| Legal representative (not applicable - not to be filled in) | |
| Contact person | Mr Jan Biznar |
| Email | info.sk@LTE-group.eu |
| Telephone | +421220292829 |
| Partner role | LTE is an important private rail freight logistics operator in Slovakia. The company will share its data and experience through UNIZA with the Rail4Regions consortium and provide its feedback to found solutions from a practitioner's point of view. |

| | |
|--|--|
| DB Cargo AG A03 | |
| Partner number | LP1 |
| Name of the organisation in original language | DB Cargo AG |
| Name of the organisation in English | DB Cargo AG |
| Country (NUTS 0) | Deutschland (DE) |
| Region (NUTS 2) | Berlin (DE30) |
| NUTS 3 | Berlin (DE300) |
| Street, House number, Postal code, City | Bellevuestraße 3 10785 Berlin |
| Legal representative (not applicable - not to be filled in) | |
| Contact person | Mr Thomas Hünnewinkel |
| Email | Thomas.Huenewinkel@deutschebahn.com |
| Telephone | +493029754232 |
| Partner role | <p>DB Cargo is the largest rail forwarding company in Germany and hence a key player in rail freight transportation. The company's section for Regional Sales East (L.CSE 1(E)) will contribute to the co-design of solutions (WP2) and is a key player when the action plan for Thuringia is designed (WP3). Furthermore, the company will share its expertise regarding the feasibility of rail freight transportation on regional level and henceforth complement the expertise of TMIL (and FH Erfurt) from a practitioner's perspective. DB Cargo will be invited to participate in all local and transnational events. TMIL will furthermore regularly update DB Cargo's personnel about latest activities and achievements of Rail4Regions.</p> |

| | |
|--|---|
| Jihomoravský kraj A04 | |
| Partner number | PP9 |
| Name of the organisation in original language | Jihomoravský kraj |
| Name of the organisation in English | South Moravian Region |
| Country (NUTS 0) | Česko (CZ) |
| Region (NUTS 2) | Jihovýchod (CZ06) |
| NUTS 3 | Jihomoravský kraj (CZ064) |
| Street, House number, Postal code, City | Žerotínovo náměstí 449/3 601 82 Brno |
| Legal representative (not applicable - not to be filled in) | |
| Contact person | Mr Michal Franek |
| Email | FRANEK.MICHAL@kr-jihomoravsky.cz |
| Telephone | +420541651314 |
| Partner role | The South Moravian Region is a co-owner of KORDIS and the regional public administration of the region. As such it has the legal competency to plan and carry out regional development policies. The South Moravian Region will supervise the project activities of KORDIS and contribute to the elaboration of an action plan for the territory. It will furthermore contribute to the communication of project outcomes through its networks. |

| Bundesministerium für Wohnen, Stadtentwicklung und Bauwesen A05 | |
|---|---|
| Partner number | LP1 |
| Name of the organisation in original language | Bundesministerium für Wohnen, Stadtentwicklung und Bauwesen |
| Name of the organisation in English | Federal Ministry for Housing, Urban Development and Building |
| Country (NUTS 0) | Deutschland (DE) |
| Region (NUTS 2) | Berlin (DE30) |
| NUTS 3 | Berlin (DE300) |
| Street, House number, Postal code, City | Alt-Moabit 140 10557 Berlin |
| Legal representative (not applicable - not to be filled in) | |
| Contact person | Mr Dr. Daniel Meltzian |
| Email | HIII3@bmi.bund.de |
| Telephone | 0049301868114161 |
| Partner role | <p>The Federal Ministry for Housing, Urban Development and Building, Department for European Spatial Development is the highest national authority for European spatial development in Germany and is the highest administrative unit for transnational cooperation and the six Interreg programmes with German participation, hence also for the Central Europe Program. It is the main interest of the ministry to mainstream project results into the ongoing spatial development of the German territory where applicable and to upscale and promote results to all spatial stakeholders in Germany. In addition, the Ministry co-finances the participation of selected Lead Partners from Germany via the Federal Program for Transnational Cooperation (Bundesprogramm Transnationale Zusammenarbeit). As such, the Ministry als financing body will also participate as associated partner to projects cofinanced. Funding from the federal programme also serves to integrate the projects into an overarching strategic and political framework at national and European level. For this purpose targeted public relations activities are</p> |

| | |
|--|--|
| Bundesministerium für Wohnen, Stadtentwicklung und Bauwesen A05 | |
| | <p>carried out within the framework of the federal programme for transnational cooperation to mainstream and upscale project results. Supported funded projects are to participate in these activities in an appropriate manner. In order to allow such mainstreaming and upscaling of results the ministry will be involved in the project as an associated partner and participate in important project milestones (e.g. major project events). The focus is on the contribution of the project to the development of regional resilience and the creation of guild perspectives for rural and peripheral regions.</p> |

C - Project description

C.1 Project overall objective

Programme priority specific objective (as selected in section A.1.).

S03.1: Improving transport connections of rural and peripheral regions in central Europe

Project overall objective

Please define the overall objective of the project.

- Make sure that it clearly contributes to the selected programme specific objective.
- The overall objective should provide the general context for what your project aims to achieve.
- It should describe the broader goal of the project for the benefit of its target group(s) and should point to the results (change) to be achieved by the project.

Rail4Regions addresses the need to improve the freight transport grid. Partners aim to co-create upscalable solutions enhancing access to European transport corridors, foster regional development and enable green transport for rural and peripheral regions. In result, transport and planning stakeholders shall obtain comprehensive planning tools to strengthen the rail network through sidings, reused branch and feeder lines, enhanced loading infrastructure and promotion of single waggon transport.

C.2 Project relevance and context

C.2.1 What are the territorial challenge(s) that will be tackled by your project?

Please describe which specific challenges and needs are addressed by your project and why they are relevant for the overall programme area, (please refer to chapter 1 and 2 of the Interreg CENTRAL EUROPE Programme document).

Rail4Regions addresses territories in Germany (Thuringia), Italy (Novara), Croatia (Varaždin), Hungary (Southern Great Plains), Poland (Małopolska), Slovakia (Žilina), Central Slovenia and the Czech Republic (South Moravia) which share untapped potentials for rail freight transport. Despite the fact that main European rail corridors cross these territories (e.g. RFCs #8 and #11 in Małopolska; #6 in Varaždin) or run nearby (e.g. RFCs #3 and #7 for Thuringia; #9 for South Moravia) only a very small portion of rail-suitable goods sent or destined to regional enterprises is transported by rail, leading to very low modal splits of rail (Thuringia: <4%). To achieve a significant reduction of CO2 emissions from the transport of industrial goods, access to the European rail freight network becomes a factor of competitiveness for companies and a prerogative for regional development (spatial planning).

While the main focus on rail infrastructure enhancement has recently been on major investments (e.g. Brenner Base Tunnel), the freight transport capacities of regional rail lines have received little attention despite their importance as network feeders and potential access points of local companies. Poor coverage of intermodal terminals (e.g. Thuringia, Małopolska: only two each, none in Varaždin), limited access as branch lines are disused for cargo rail (e.g. Carinthia's Gailtalbahn, Alessandria–Novara–Arona railway), lack of industrial sidings, as well as limited economic profitability of single waggon transport (except Hungary; since Nov. 2021) are regarded as key factors hindering an expansion of rail freight transport in the partner regions and most of Central Europe. Transport and regional planners therefore call for solutions addressing these hindrances through small and medium-scale investments and related planning tools to promote the transition to a greener transport of goods.

There has been an immense quantity of railway line shutdowns and closures in Thuringia in the last decades. Since 1994 41 lines have been closed which makes an overall length of 466.9 km of closed lines. Meanwhile some of them were reactivated, but only 27 km of railway lines for freight transport. The modal share of rail freight transport in Thuringia stagnated in the last years or even decreased. The share of rail cargo traffic in the total tonnage transported amounts 3.8 % in 2017. In contrast, the modal share for all of Germany is around 20%. With the withdrawal of Deutsche Bahn AG from rural areas in the past few decades, the number of available loading points has also decreased in Thuringia, because these are either on disused routes or have not been maintained and not modernised.

In Małopolska region, intermodal transport is underdeveloped and there are only two terminals in Małopolska, contributing to a very low modal split share of rail freight transport in the region. Here, local actors have identified three main factors that limit the effective use of freight transport for shippers and receivers of cargo. The lack of adequate access points to rail freight transportation is regarded as a key bottleneck with transport times and costs being other key issues.

Novara's Intermodal Freight Center (CIM) allows optimal connection of the Novara urban area to the major transport routes. However, towards the peripheral areas the connections are mainly by road, putting a strain on the road system, affecting the livability of small towns crossed by heavy vehicles and not providing alternative transport solutions to small and medium sized enterprises on which the local economy is based. Faced with this reality, there is a heritage of undersized or disused railway lines that could constitute a valid alternative in a perspective of economic growth and containment of CO2 pollution in Novara province.

Regional rail freight transport declined in last decades in Slovenia. The main reason is poor condition of rail infrastructure and lack of intermodality.

C.2.2 How does the project tackle identified challenges and needs and what is new about the approach of your project?

Please describe the project approach chosen to address the challenges and needs described above. Please also explain how the approach goes beyond existing practice in the sector/programme area /participating countries demonstrating the innovativeness of the approach.

The transport sector is responsible for about 25% of the EU's greenhouse gas emissions. To achieve carbon neutrality by 2050, transport-related emissions need to be reduced by 90% while the volume of goods transported by rail must double. While considerable funds are mobilised to close missing links of the pan-European rail grid, more efforts are necessary to increase the number of European companies that have access to the rail freight network to send and receive their goods by rail. Despite a fairly dense rail grid in Central Europe, the distance to the next intermodal terminal is often too long to make rail transport a competitive alternative. Transport and spatial planners are therefore challenged to upgrade the rail network access along branch and feeder lines, to promote the establishment and use of low-key loading points and industrial sidings as freight transport subnodes, and to enhance the attractiveness of single waggon transport to enable rail transport of smaller volumes (thus allowing a door-to-door intermodal freight transport service). At the same time, rail access increasingly becomes a factor for regional cohesion and for the competitiveness of business locations. On regional and local levels transport and spatial planners henceforth require solutions to unleash the rail freight transport potentials of the existing rail grid.

While European and national authorities are focussing on investments in major infrastructures along RFCs, there is a lack of comprehensive solutions addressing the local and regional rail grid. Rail4Regions responds to these needs and will lead to novel solutions that allow amplifying the volumes of goods transported by rail through enhanced network accessibility. The project consortium bundles the expertise of public authorities, rail service providers and universities, thus the perspectives of practitioners, planners and researchers, which will allow Rail4Regions to result in innovative and transferable solutions.

In comparison to previous Interreg CE projects that focussed on rail freight corridors (CORCAP), regional rail transport bottlenecks (REIF), multimodal logistics centres (TRANS-TRITIA) or integrated transport services (ChemMultimodal, TalkNet), Rail4Regions addresses the underused regional rail lines of the Central European rail network.

C.2.3 Why is transnational cooperation needed to achieve the project objectives and results?

Please explain why the project objectives cannot be efficiently reached acting only on a national/regional /local level and describe what is the added value for the partnership and the project area in taking a transnational cooperation approach.

Efforts to increase the modal split of rail freight transport in Central Europe require transnational cooperation to be successful as most rail-suitable cargo is transported across borders - today foremost on road. Moreover, unleashing the rail network's full potential requires that both the origin and destination are rail-accessible. The elaboration and implementation of new solutions to strengthen the rail network's capacity for freight transport must therefore root on transnational cooperation. Consequently, Rail4Regions partners represent the entire CE programme area and different actors of the rail freight transport sector, hence guaranteeing the consideration of different institutional and national framework conditions and providing leverage for broad uptake of found solutions and resulting strategies.

The expertise bundled by the consortium enables drafting a White Paper that summarises approaches necessary to strengthen the Central European freight rail network through enhanced railway transport accessibility of hinterlands. Approaches centre on better use of existing (yet disused) branch and feeder lines, loading facilities, industrial sidings, and a more attractive single waggon transport. Each solution produced by Rail4Regions will base on the intense collaboration of a small group of transnational partners who will test found approaches in a jointly elaborated and monitored pilot action. Resulting solutions will take the form of planning tools or organisational models and are consequently widely applicable, upscalable and transferable.

To advance the uptake of the White Paper's strategic guidelines and of found solutions, an action plan will be elaborated with local stakeholders for each of the territories and peer reviewed by a delegation of transnational partners as means of validation and external support. Stakeholders of rail freight transport and regional planning will participate in peer reviews of transnational partners' action plans for additional leverage.

C.2.4 Who will benefit from your project outputs and results?

Please select the target groups from the drop-down list, which are relevant for your project. For each of them please provide a more detailed specification and explain how they will benefit from your project outputs and results. Please ensure consistency with the target groups defined in the work plan (section C4).

| Target group | Specification |
|---------------------------|---|
| Regional public authority | Rail4Regions leads to transferable solutions for the promotion of a modal shift from road to rail. These solutions address transport and spatial planners and regional development promoters alike. Public authorities responsible for territorial development can adopt and upscale found solutions in their territories as the solutions produced by the project will be transferable (secured by transnational co-elaboration and piloting) as means to reduce the carbon footprint of transport within their territories. Additionally, a White Paper on rail freight transport in rural areas provides further guidance. |

| Target group | Specification |
|--|--|
| Local public authority | Rail4Regions leads to transferable solutions for the promotion of a modal shift from road to rail. These solutions address transport and spatial planners and regional development promoters alike. Public authorities responsible for territorial development can adopt and upscale found solutions in their territories as the solutions produced by the project will be transferable (secured by transnational co-elaboration and piloting) as means to reduce the carbon footprint of transport within their territories. Additionally, a White Paper on rail freight transport in rural areas provides further guidance. |
| Infrastructure and (public) service provider | Railway infrastructure providers, including the managers of intermodal terminals as well as railway managers, benefit from the project's activities and outputs aimed at increasing the volume of goods transported by rail and hence a larger share of the modal shift for railway transport. Solutions found to promote the establishment of additional loading points and to render single waggon transport economically more feasible (including on shorter transport distances) will be of high value. |
| Enterprise, except SME | Large enterprises are under pressure to decarbonize their economic activities in order to remain profitable. With CO2 emissions increasingly being priced, low-carbon solutions such as the railway transportation of cargo will be requested. Rail4Regions answers to this needs and provides solutions to transport and spatial planners to support companies' access to the European rail freight transport network. Companies will furthermore benefit from open-access events staged in all partner regions. |
| SME | SME usually generate cargo volumes which have not been considered rail-suitable until today. An increased roll-out of single waggon transport, as promoted by the project's outputs (White Paper, solution) enhances the accessibility of railway transport for smaller companies. Due to increased CO2 pricing, better access to rail freight transport allows SME to reduce their transport-related carbon emissions and enhances their competitiveness. |
| National public authority | Rail4Regions addresses national public authorities as the decision-makers of main railway infrastructure investments. The project partners aim to emphasise that large-scale investments in rail corridors should be accompanied by actions enhancing the access to the rail freight network through amplification of the use of regional rail lines as feeders and subnodes to collect cargo for transport to main terminals shunting yards. Moreover, the project aims to demonstrate how additional incentives to promote single waggon transport and (re)construction of industrial sidings lead to a shift of modal split towards rail freight transportation and hence a lower carbon footprint. |

C.2.5 How does the project contribute to wider strategies and policies?

Please indicate to which strategies and policies your project will contribute and briefly describe in what way.

| Strategy | Contribution |
|----------|--------------|
|----------|--------------|

| Strategy | Contribution |
|---|---|
| European Green Deal Strategy | The EU Green Deal foresees a reduction of transport-related emissions by 90 per cent by the year 2050. With rail being the transport mode with the lowest carbon emissions, solutions elaborated and tested by Rail4Regions directly contribute to the Green Deal's objectives. Moreover, regional action plans to upscale found solutions will be marked for their carbon emission reduction potentials based on thorough calculation (modal shift from road to rail). |
| Territorial Agenda 2030 Strategy | The TA 2030 identifies sustainable connections as a cornerstone for the priority of "A Green Europe". It specifically calls for better links between regional planning and the further development of the European rail network. Rail4Regions addresses this need through the elaboration, testing and transfer of novel solutions to increase the accessibility of the rail freight transport network and their integration in spatial planning and regional development policies. |
| Other Strategy | <p>EU Sustainable and Smart Mobility Strategy</p> <p>The strategy calls for a twin climate and digital transition of the transport sector and identifies the need for better integration of sustainable freight transport and regional planning. Rail4Regions will directly contribute with its White Paper on Freight Transport Access of Rural Areas and evidence-based solutions in the fields of branch/feeder lines' integration to the freight transport grid, industrial sidings, loading point infrastructures and single waggon transport.</p> |
| EU Strategy for the Adriatic and Ionian Region Strategy | Topic 2 of EUSAIR's Pillar 2 addresses the promotion of intermodal connections to the hinterland. Solutions elaborated, tested and prepared for upscaling by Rail4Regions directly contribute to this objective, especially in regard to territories addressed in HR and SI. Here, hinterland branch and feeder lines are often disused for freight transport and lack loading points to increase the number of companies which have access to the rail freight transport network. |
| EU Strategy for the Alpine Region Strategy | The project is linked to the EUSALP's Action Group 4 Mobility where objectives are formulated addressing the modal shift from road to rail, integrated planning, interoperability and better cooperation of all transport stakeholders. The project's White Paper and anticipated solutions directly contribute to this process and are of specific relevance for the partner territories in Novara (IT), Carinthia (AT) and Slovenia covered by EUSALP. |
| EU Strategy for the Baltic Sea Region Strategy | Rail4Regions links to the EUSBSR's PAs Transport and Spatial Planning. PA Transport aims at capitalising transnational rail corridors and macroregional upscaling of sustainable solutions. PA Spatial Planning in turn focuses on regional cohesion, including the rail transport accessibility of hinterland areas. Rail4Regions aims at providing transferable solutions contributing to both aims. |

| Strategy | Contribution |
|--|---|
| EU Strategy for the Danube Region Strategy | EUSDR PA 1b "To improve mobility and multimodality-road, rail and air links" sets as targets among other efficient freight railway services and enhanced multimodality. Proposed subject matters include the identification of locations for new railway transport loading points and access to the RFCs of the Danube Region. The project directly contributes to the objectives with solutions aimed at improving interoperability and accessibility of the rail freight transport network in HU, HR, SI, AT. |

C.2.6 How will your project make use of synergies with EU and other projects or initiatives?

| Project or initiative (including funding instrument, if applicable) | Synergies foreseen |
|---|---|
| REIF (Interreg Central Europe 2014-2020) | Two pilot projects realized within the REIF project have led to results which Rail4Regions partners will be able to capitalise on. In Thuringia, the LP has demonstrated the feasibility of an approach allowing to reopen rail lines for freight transport. The approach is based on wide stakeholder involvement, a step-by-step roll-out and coordination with a reestablishment of passenger transport. In Slovenia, PP4 elaborated planning documents to connect an industrial park with companies mainly in the automotive sector to the railway network through a new siding. The lessons learnt in those pilot actions will be thoroughly analysed and used as basis to co-elaborate draft solutions addressing the revitalisation of branch and feeder lines and the establishment of a decision-making tool for industrial sidings. |
| TransRegioAlliance | TMIL is member of the TransRegioAlliance of East German transport project promoters. The alliance is managed by the German Association for Housing, Urban and Spatial Development. The network facilitates the dissemination and uptake of innovation in the transport sector with focus on results of Interreg projects. Other regional public authorities of the East German länder are members of the network which hence can be addressed to share outcomes of Rail4Regions with other regional public authorities. |
| ChemMultimodal (Interreg Central Europe 2014-2020) | The project was dedicated to the intermodality of the transport of chemical goods. Novara participated as partner and was co-responsible for the implementation of a pilot action aimed at testing the project's elaborated tool-box, including a calculator for CO2 emissions. To that aim, Novara engaged in a dialogue with individual companies to get a better understanding of their approaches to the transport of chemical goods with the aim to point them towards multimodal transport alternatives involving rail and short-sea transport. In result of the pilot action, companies achieved a better understanding about the environmental impact of their transport and low-carbon alternatives. |

C.2.7 How does your project build on available knowledge?

Please describe the experiences/lessons learned that your project draws on, and other available knowledge your project capitalises on. If relevant, please specify the projects to be capitalised and which project partner(s) have been involved.

Consortium members represent railway transport and infrastructure operators, public authorities responsible for spatial planning and promotion regional development, and research institutions, hence allowing direct access to different expertise and perspectives. At the same time the partner institutions were partners in previous Interreg CE projects (e.g. REIF, CORCAP, TalkNET), allowing Rail4Regions to capitalise on their results. Those include among others pilot actions addressing the reopening of a closed railway line (Ohratalbahn; Thuringia), planning a siding to provide rail access to an industrial zone (Grosuplje, Central Slovenia) and multimodality (Žilina). Additionally, partners benefit from state-of-the-art expertise from Horizon and national research projects on themes such as automated coupling of freight waggons as well as digital and AI tools to manage loading and shunting processes. The available knowledge will feed into the elaboration of the project's White Paper and the elaboration of concepts for the project's solutions and pilot actions. In the process of the White Paper's elaboration, partners will evaluate outcomes and establish links to existing European and national policies, f. ex. Germany's Master Plan Rail Freight Transport, the Railway Siding Charter, national transport rail infrastructure plans of Central European countries.

Experiences in the application of a national subsidy for single waggon transport (in Hungary) and national funding programmes to support the (re)construction of industrial sidings (both Germany and Austria) will be assessed by the responsible work teams co-designing novel concepts. In view of novel solutions to be co-elaborated, the responsible groups of partners will furthermore evaluate the results of completed Interreg and Horizon projects.

C.3 Project partnership

What is the rationale of the partnership composition and how are partners complementary to each other? Please describe the structure of your partnership and why the involved partners are needed to implement the project and to achieve the project objectives.

Partners of Rail4Regions share the objective of a shift of modal split to the benefit of rail freight transport through better accessibility. The partner institutions represent regions with underused rail lines or low density of access points (Thuringia, Malopolska, Carinthia, Novara, Varazdin, South Moravian Region, Central Slovenia and Zilina Region) and/or research institutions with railway management expertise (FH Erfurt, UNIZA, UNIN) and/or railway infrastructure and service providers (RCH, LCA Sued) or institutions with specific expertise in rail planning processes (PIL, T Bridge).

The project aims to lead to comprehensive planning tools to strengthen the rail network through sidings, reused branch and feeder lines, enhanced loading infrastructure and promotion of single waggon transport. To achieve upscalable and transferable solutions the partners represent all countries of the Interreg CE programme and different key actors of the rail freight transport system (railway/infrastructure operators, local/regional public administration, research institutions). Associated partners contribute with complementary expertise to the transnational exchange of experience and co-creation of novel solutions. Project partners were chosen by their capacities to contribute to the achievement of these anticipated outputs.

The work plan of Rail4Regions foresees different leadership tasks of partners in activities and the elaboration and testing of solutions. Regarding the latter, four parallel transnational teams of 4-5 partners each will be created facilitating an intense collaboration process. TMIL (team leader), UNIN, Varazdin county, FH Erfurt and LC Sued form a team addressing loading points; LC Sued (team leader), T Bridge, MARR, TMIL and Novara team up to find a solution for branch/feeder lines; PIL (team leader), UNIZA, Rail Cargo HU, FH Erfurt and KORDIS work together on industrial sidings; RCH (team leader), UNIZA, PIL and MARR join forces to tackle single waggon transport. Based on prior knowledge and methodological backgrounds other leadership roles were assigned within the partnership (e.g. Peer review exercise - UNIN, methodology to assess CO2 savings potentials - T Bridge, final event - FH Erfurt).

C.4 Project work plan

| WP number | Work package name |
|-----------|---|
| WP1 | Integration of rail freight transport planning policies |
| WP2 | Transnational elaboration of transferable solutions |
| WP3 | Upscaling and transfer of solutions |

C.4.1 Work package 1

Workpackage number

WP1

Work package title

Integration of rail freight transport planning policies

Objectives

Please define one project specific objective that will be achieved by your project through the implementation of the work package. The specific objective should be:

- realistically achievable during the project lifetime;
- specific;
- be verifiable and measurable.

Project specific objective

Better alignment of policies and responsible decision-makers for rail transport planning, spatial and regional planning and development

In addition, please define one or more communication objective(s) that will contribute to the achievement of the specific objective and include reference to the relevant target group(s). Communication objectives aim at changes in a target audience's awareness and behaviour.

Communication objective(s) and target audience

Contribute to the alignment of all target groups and ensure support from policy-makers for objectives to enhance the accessibility of the rail freight transport network. Target groups are public authorities and public-equivalent bodies responsible for transport and spatial planning and regional (economic) development as well as rail infrastructure owners and operators

Activities

Please describe the activities foreseen in order to achieve the above project specific objective and related communication objective(s) considering also the involvement of the relevant target groups as identified in section C2.4.

| Activity 1.1 | |
|--------------|---|
| Title | Case-studies of rail-suitable goods transported on the road |
| Start period | Period 1, 1 - 6 |

| Activity 1.1 | |
|---------------------|--|
| End period | Period 2, 7 - 12 |
| Description | <p>While previous analysis have resulted in sufficient information about the overall potential of rail freight transport and on bottlenecks preventing a more significant shift of cargo transport to rail, little is known about single cases and hence how spatial and transport planners can act on local and regional level. The first activity therefore aims at detecting and investigating micro-level cases (single industrial estates) following a common methodology. >24 cases will be collected where the freight to be transported is considered to be "rail suitable" in their kind, volumes and transport distances but today transported by road only. In a Partner workshop, all cases are jointly assessed to analyse if additional or enhanced rail freight transport access points would be needed to tip the scale in favour of rail or multimodal transport of the concerned goods. Partners also highlight other bottlenecks hindering rail freight transport on a case by case basis (e.g. lack of services).</p> |

| Deliverables 1.1 | | | |
|---------------------------|--|--|------------------------|
| Deliverable Number | Deliverable title | Deliverable description | Delivery period |
| D.1.1.1 | Joint methodology for case studies | FH Erfurt elaborates a common methodology for the detection and analysis of case studies, including templates to be used by all partners. The methodology defines the kind and volumes of goods as well as their transport distances to be regarded as "rail-suitable". | Period 1 , 1 - 6 |
| D.1.1.2 | Case studies covering all partner regions (at least 24, hence 3 from each addressed territory) | Following the common methodology (D.1.1.1) cases are researched by partners where goods characterised as "rail suitable" are today not transported by rail or in multimodal transport but on the road. Each case is presented with details about the kind, volumes, origin and destination of the freight. | Period 2 , 7 - 12 |
| D.1.1.3 | Partner workshop | In a Partner workshop the consortium jointly investigates the case studies to exchange about identified goods and bottlenecks for rail freight transport. Case studies are categorised according to the nearest rail freight network access point and additional ones to be considered are identified. | Period 2 , 7 - 12 |

| Deliverables 1.1 | | | |
|---------------------------|--|--|------------------------|
| Deliverable Number | Deliverable title | Deliverable description | Delivery period |
| D.1.1.4 | Overview of bottlenecks hindering rail freight transport | Co-ordinated by FH Erfurt a common overview table is elaborated by the consortium to determine the bottlenecks hindering the use of rail or multimodal freight transport in the analysed cases. The overview specifies lacking rail freight transport network access points and other bottlenecks. | Period 2 , 7 - 12 |

| Activity 1.2 | |
|---------------------|---|
| Title | Stakeholder alignment |
| Start period | Period 1, 1 - 6 |
| End period | Period 2, 7 - 12 |
| Description | The activity, coordinated by UNIZA (PP3), aims at identifying and involving relevant stakeholders of rail freight transport in the further project roll-out. Targeted stakeholders include public authorities, agents of spatial planning and regional development, rail infrastructure providers (railways and intermodal terminals), freight forwarders (logistics service providers) as well as managers of industrial estates and individual companies that transport rail-suitable goods. These stakeholders will be mapped following a common methodology for their objectives and levels of influence to bring about change, and invited to a stakeholder workshop where attitudes towards rail freight transport are discussed. The workshops serve at the same time the dissemination of the partnership's combined knowledge about innovations in rail freight transport (including previous Interreg and Horizon project outcomes) and good practices. |

| Deliverables 1.2 | | | |
|---------------------------|---------------------------------|--|------------------------|
| Deliverable Number | Deliverable title | Deliverable description | Delivery period |
| D.1.2.1 | Stakeholder mapping methodology | UNIZA elaborates and provides a methodology to the partnership to identify and map stakeholders according to shared objectives in regard of "green" transport and their influence to change attitudes and practices. The | Period 1 , 1 - 6 |

| Deliverables 1.2 | | | |
|---------------------------|--|---|------------------------|
| Deliverable Number | Deliverable title | Deliverable description | Delivery period |
| | | methodology includes charts to be used in all addressed regions. | |
| D.1.2.2 | Stakeholder mapping for each territory | Following the common methodology (D.1.2.1) stakeholders are mapped in each addressed region. The analysis includes public actors, rail infrastructure providers, freight forwarders and companies shipping /receiving goods. The resulting stakeholder maps are shared and discussed by the partners. | Period 2 , 7 - 12 |
| D.1.2.3 | Stakeholder workshops (8) | In each addressed region a local stakeholder workshop is staged to discuss potentials and obstacles of rail freight transport. The workshops furthermore share the partnership's combined knowledge about innovations in rail freight transport (e.g. previous projects in Interreg and Horizon). | Period 2 , 7 - 12 |
| D.1.2.4 | Work paper summarizing attitudes and expectations of stakeholders towards rail freight transport | UNIZA elaborates a work paper based on the outcomes of the regional stakeholder workshops and links stakeholder attitudes and expectations to the identified obstacles for rail freight transport (D.1.1.4). The work paper is shared and discussed with all partners. | Period 2 , 7 - 12 |

| Activity 1.3 | |
|---------------------|---|
| Title | White Paper elaboration |
| Start period | Period 2, 7 - 12 |
| End period | Period 3, 13 - 18 |
| Description | The activity is co-ordinated by T Bridge and aims at the achievement of the project's first output - a White Paper on Freight Transport Access of Rural Areas. In addition to outcomes of Activities 1.1 and 1.2, T Bridge provides a study in form of a work paper that addresses external effects that must be considered in the further analysis of the accessibility and competitiveness of rail freight transport in the regions addressed by the project. The combined knowledge of the partnership, including previous project's outcomes and specific perspectives of partners representing public authorities, research or |

| | |
|---------------------|---|
| Activity 1.3 | |
| | railway service providers, will be put to use in the co-elaboration of the White Paper outlining possible paths to increase the modal split of rail freight transport on local and regional levels through a better exploitation of existing rail lines and infrastructures. The paper will be adopted in a virtual workshop involving a wide range of rail freight transport stakeholders. |

| Deliverables 1.3 | | | |
|---------------------------|--|--|------------------------|
| Deliverable Number | Deliverable title | Deliverable description | Delivery period |
| D.1.3.1 | Assessment of external effects on the local freight transport system | T Bridge elaborates a work paper that assesses and discusses external effects on the local freight transport system. The paper considers rail and road traffic, delays, road congestion, transport speeds, regulatory restrictions and labour shortages (eg. truck drivers) to be considered in transport. | Period 2 , 7 - 12 |
| D.1.3.2 | Draft White Paper | A White Paper on Freight Transport Access of Rural Areas is co-drafted by the partnership. The process is coordinated by T Bridge and involves contributions from all partners based on their expertise and experience. Partners use online tools for the co-elaboration process. | Period 3 , 13 - 18 |
| D.1.3.3 | Virtual policy workshop to adopt the White Paper | A virtual policy workshop addressed to public authorities responsible for spatial and transport planning as well as other stakeholders in rail freight transport from all partner regions is hosted by TMIL. The workshop discusses the draft White Paper and leads to its wide endorsement. | Period 3 , 13 - 18 |

Outputs

Please define the outputs which will be realised through the activities foreseen in this work package and link them to the related programme output indicators.

| Output number 1.1 | |
|-----------------------------------|--|
| Output title | White Paper on Freight Transport Access of Rural Areas |
| Programme output indicator | RCO83_3.1: Strategies and action plans jointly developed |
| Measurement unit | strategy/action plan |
| Output target value | 1.00 |

| | |
|-----------------------------------|--|
| Output number 1.1 | |
| Delivery period | Period 3, 13 - 18 |
| Output description | The White Paper provides comprehensive information about today's challenges for rail freight transport from a local perspective and presents the consortium's philosophy on the matter. It is meant to help readers understand the complexity of the issue and possible paths to overcome bottlenecks hindering the access to the European rail freight transport network. It follows the objective of an increase of the modal split of rail freight transport with origin or destination at local companies. |
| Output number 1.2 | |
| Output title | Transnational collaboration in the elaboration and advancement of a White Paper on Freight Transport Access of Rural Areas |
| Programme output indicator | RC087_3.1: Organisations cooperating across borders |
| Measurement unit | organisations |
| Output target value | 16.00 |
| Delivery period | Period 3, 13 - 18 |
| Output description | The 12 partner institutions alongside the 5 associated partners jointly elaborate the White Paper by contributing with their previously gained expertise and the active participation in WP1 activities. The wider consortium assumes ownership of the White Paper and will promote the uptake of its strategic objectives in transport and regional development plans both within and beyond the framework of the project. |
| Output number 1.3 | |
| Output title | Urban-Rural freight transport linkages |
| Programme output indicator | RC0120_3.1: Projects supporting cooperation across borders to develop urban-rural linkages |
| Measurement unit | projects |
| Output target value | 1.00 |
| Delivery period | Period 3, 13 - 18 |

| | |
|---------------------------|---|
| Output number 1.3 | |
| Output description | Rail4Regions will support urban-rural linkages in the field of rail freight transportation to enhance a better connectivity of the productive sector within rural areas with main transport hubs mainly located along urban areas. This will be achieved through promotion of additional loading points along rural transport railway feeder lines or the (re-)opening of such feeder lines for rail freight transport. This will upscale secondary transport corridors as important transport connections. |

Investments

C.4.1 Work package 2

Workpackage number

WP2

Work package title

Transnational elaboration of transferable solutions

Objectives

Please define one project specific objective that will be achieved by your project through the implementation of the work package. The specific objective should be:

- realistically achievable during the project lifetime;
- specific;
- be verifiable and measurable.

Project specific objective

Co-elaboration of innovative solutions to enhance the capacities of the regional rail and loading infrastructure

In addition, please define one or more communication objective(s) that will contribute to the achievement of the specific objective and include reference to the relevant target group(s). Communication objectives aim at changes in a target audience's awareness and behaviour.

Communication objective(s) and target audience

Enhance the awareness for solutions to enhance low-emission rail freight transport in Central Europe among public authorities and public-equivalent bodies responsible for transport and spatial planning as well as rail infrastructure owners and operators

Activities

Please describe the activities foreseen in order to achieve the above project specific objective and related communication objective(s) considering also the involvement of the relevant target groups as identified in section C2.4.

| Activity 2.1 | |
|--------------|--|
| Title | Analysis of the transferability and upscaling potentials of available solutions (including previous projects' results) |
| Start period | Period 2, 7 - 12 |

| Activity 2.1 | |
|---------------------|--|
| End period | Period 2, 7 - 12 |
| Description | <p>To advance the prerogatives of the White Paper (see WP 1) Rail4Regions will elaborate solutions addressed to transport and spatial planners. To that aim four parallel transnational work groups will be set up, each one addressing a topic of concern for the promotion of access to the rail freight transport network:</p> <ol style="list-style-type: none"> 1) Loading points (group lead: TMIL; members: UNIN, Varazdin, FH Erfurt, LCA Sued 2) Branch and feeder lines (group lead: LCA Sued; members: T Bridge, MARR, TMIL, KORDIS and Novara 3) Sidings (group lead: PIL; members: UNIZA, Rail Cargo HU, FHE and KORDIS 4) Single waggon transport (group lead: RCH; members: UNIZA, MARR and PIL). <p>Each group unites different expertise allowing each one to elaborate work papers summarizing available knowledge and experiences, including latest innovations, as well as benchmarks for the solutions to be co-elaborated. Group leaders co-ordinate the production of deliverables, organise the intra-group exchange and mutually review deliverables.</p> |

| Deliverables 2.1 | | | |
|---------------------------|--|--|------------------------|
| Deliverable Number | Deliverable title | Deliverable description | Delivery period |
| D.2.1.1 | Work group formation and procedures for intra-group exchange | Four parallel work groups are set up and each one agrees on the terms of collaboration (e.g. videocall platform to be used, online filesharing). The group leaders co-ordinate the process and address potential synergies between groups (e.g. improved conditions for single waggon transport vs. sidings) | Period 2 , 7 - 12 |
| D.2.1.2 | Work papers summarizing available knowledge and experience | For the four topics addressed by WP2 activities, a work paper summarises available good practices, latest innovations and anticipated future trends. Based on the work papers groups determine which available approaches could be upscaled and identify the gaps to be filled. | Period 2 , 7 - 12 |
| D.2.1.3 | Benchmarks for | In light of the solutions to be elaborated in further WP2 activities, each group defines benchmarks that will later be | Period 2 , 7 - 12 |

| Deliverables 2.1 | | | |
|---------------------------|--------------------------|--|------------------------|
| Deliverable Number | Deliverable title | Deliverable description | Delivery period |
| | anticipated solutions | used to assess the solutions found and their potential to promote a measurable shift of freight transport from road to rail. | |

| Activity 2.2 | |
|---------------------|---|
| Title | Draft solutions and Pilot action concepts |
| Start period | Period 3, 13 - 18 |
| End period | Period 3, 13 - 18 |
| Description | <p>Considering available tools, good practices and latest advancements in freight rail transport, draft solutions are co-elaborated within the parallel transnational work groups. To that aim, work group participants will intensively collaborate, share tasks in the solutions' elaboration and frequently meet (online or in person) to exchange about the process. Group leaders will co-ordinate the process within each group and regularly exchange in a monthly videocall to identify synergies or overlaps. For each draft solution, the responsible team of partners will also co-create the concept for the pilot action testing the draft solution - including where relevant a joint elaboration of the terms of reference for the public procurement procedure to find an external service provider. Draft solutions and integrated pilot action concepts are shared among all partners and discussed during a partner workshop (online or offline). Group leaders coordinate the intra-group exchange in this phase.</p> |

| Deliverables 2.2 | | | |
|---------------------------|-----------------------------|--|------------------------|
| Deliverable Number | Deliverable title | Deliverable description | Delivery period |
| D.2.2.1 | Tool-box for loading points | The responsible team of partners under the leadership of TMIL elaborates the draft tool-box addressing transport and spatial planners considering the construction or upgrade of a rail transport loading point. Terms of reference of the procurement of external services for the pilot action are agreed. | Period 3 , 13 - 18 |

| Deliverables 2.2 | | | |
|---------------------------|--|---|------------------------|
| Deliverable Number | Deliverable title | Deliverable description | Delivery period |
| D.2.2.2 | Guideline for the revitalization of branch /feeder lines | The responsible team of partners under the leadership of LCA Sued elaborates the draft guideline for the revitalisation of branch and feeder rail lines. The guideline will be addressed to spatial planners. Terms of reference of the procurement of external services for the pilot action are agreed. | Period 3 , 13 - 18 |
| D.2.2.3 | Decision-making tool for industrial sidings | The responsible team of partners under the leadership of PIL elaborates a first version of a decision-making tool for industrial sidings. The tool is addressed to spatial and transport planners as well as other agents of regional economic development. Partners also agree on pilot action details. | Period 3 , 13 - 18 |
| D.2.2.4 | Living lab for single waggon transport | The responsible team of partners under the leadership of RCH elaborates the details of a living lab for single waggon transport. The lab aims at allowing the feasibility and added value of financial incentives and technological (digital) innovations. Partners also detail the pilot action. | Period 3 , 13 - 18 |

| Activity 2.3 | |
|---------------------|---|
| Title | Pilot actions |
| Start period | Period 3, 13 - 18 |
| End period | Period 4, 19 - 24 |
| Description | Transnational pilot actions are implemented by four teams of partners led by TMIL, LCA Sued, PIL and RCH respectively. While the small teams work rather autonomously, the team leaders frequently (monthly) exchange about progress achieved and possible synergies to exploit (e.g. impact of enhanced framework conditions for single waggon transport on the economic feasibility of industrial sidings). In each pilot action, the draft solutions (D. 2.2.1-4) is subjected to a real-case scenario for testing based on terms each team had agreed on. The implementation and outcomes are jointly monitored and assessed. |

| Deliverables 2.3 | | | |
|---------------------------|---|--|------------------------|
| Deliverable Number | Deliverable title | Deliverable description | Delivery period |
| D.2.3.1 | Test of the tool-box for loading points | The deliverable documents the test of the tool-box in a real-case scenario in Thuringia. The pilot action is based on the co-created draft solution and will be subject to transnational monitoring. TMIL (group lead), UNIN, Varazdin, FH Erfurt and LCA Sued will intensively collaborate in the pilot. | Period 4 , 19 - 24 |
| D.2.3.2 | Piloting the Guideline for the revitalization of branch /feeder lines | The deliverable documents the test of the guideline in a real-case scenario in Carinthia. The pilot action is based on the co-created draft solution and will be subject to transnational monitoring. LCA Sued (group lead), T Bridge, MARR, TMIL and Novara will intensively collaborate in the pilot. | Period 4 , 19 - 24 |
| D.2.3.3 | Test application Decision-making tool for industrial sidings | The deliverable documents the test of the decision-making tool in a real-case scenario in Slovenia. The pilot is based on the co-created draft solution and will be subject to transnational monitoring. PIL (group lead), UNIZA, Rail Cargo HU, FHE and KORDIS will intensively collaborate in the pilot. | Period 4 , 19 - 24 |
| D.2.3.4 | Living lab for single waggon transport | The deliverable documents the test of the living lab in a real-case scenario in Hungary. The pilot is based on the co-created draft solution and will be subject to transnational monitoring. RCH (group lead), UNIZA, MARR and PIL will intensively collaborate in the pilot. | Period 4 , 19 - 24 |

| Activity 2.4 | |
|---------------------|--|
| Title | Joint assessment of outcomes against the established benchmarks & necessary modifications |
| Start period | Period 4, 19 - 24 |
| End period | Period 5, 25 - 30 |
| Description | Following the completion of the transnational pilot actions, the outcomes are jointly assessed by the consortium under coordination and guidance of T Bridge. Based on benchmarks the partnership had defined before-hand, a detailed methodology is elaborated to provide an objective assessment of each pilot action's outcomes, transferability and impact on the accessibility of the rail freight transport network by local companies and potential |

| | |
|---------------------|---|
| Activity 2.4 | |
| | <p>benefits for regional development and cohesion. The evaluation focuses on lessons learnt which are of relevance to transport and spatial planners. Partners will carry out the assessment jointly during a partner workshop and co-elaborate a comprehensive evaluation report of the project's pilot actions. At the same time partners jointly draw conclusions regarding necessary amendments of the drafted solutions ahead of their finalisation and public presentation. All partners are involved in the process.</p> |

| Deliverables 2.4 | | | |
|---------------------------|--|---|------------------------|
| Deliverable Number | Deliverable title | Deliverable description | Delivery period |
| D.2.4.1 | Common methodology to assess shifting potentials and benefits of the solutions found | T Bridge elaborates a common methodology to allow an objective assessment of the pilot actions. The methodology focuses on enhanced accessibility of the rail freight network and hence the benefits for regional development and cohesion. The methodology is based on established benchmarks (D.2.1.3). | Period 4 , 19 - 24 |
| D.2.4.2 | Partner workshop | A transnational partner workshop is staged to exchange and discuss in detail the pilot action experiences. During the workshop the partners will apply the common methodology (D.2.4.1) to each of the four solutions elaborated and tested. | Period 5 , 25 - 30 |
| D.2.4.3 | Joint pilot action evaluation report | In the follow-up of the Partner workshop the partnership co-elaborates a comprehensive pilot action evaluation report that compares the pilot action results with before-established benchmarks (D.2.1.3). The report's conclusions are considered in the final editing of the found solutions. | Period 5 , 25 - 30 |

| | |
|---------------------|---|
| Activity 2.5 | |
| Title | Presentation of elaborated solutions |
| Start period | Period 5, 25 - 30 |
| End period | Period 6, 31 - 36 |
| Description | The activity aims at the publication and presentation of the found solutions and is co-ordinated by the |

| | |
|---------------------|--|
| Activity 2.5 | <p>team leaders of the pilot actions. Each solution's final editing will be carried out, internally reviewed and prepared for publication on the project website. The solutions are presented in the form of comprehensive documents which are complemented by low-key video tutorials produced by the pilot action team. The tutorials are addressed to spatial and transport planners within and beyond the regions addressed by Rail4Regions. Furthermore, partners will share tasks to address the wider European and national communities of spatial and transport planners through targeted event presentations.</p> |
|---------------------|--|

| Deliverables 2.5 | | | |
|---------------------------|---|--|------------------------|
| Deliverable Number | Deliverable title | Deliverable description | Delivery period |
| D.2.5.1 | Online publication of solutions and of their potential benefits (4) | Taking into account the consortium's conclusions from the pilot action evaluation, the pilot action teams realize the necessary amendments and prepare the found solution for publication on the project website. Emphasis is given to their potential benefits. Pilot team leaders coordinate the process. | Period 5 , 25 - 30 |
| D.2.5.2 | Video tutorials (4) | For each solution found a video tutorial is recorded. The resulting video clips will be published on the project website and aim to enhance the understanding of the found solution. At the same time the videos are used in the solutions' further dissemination. Pilot team leaders assume responsibility. | Period 6 , 31 - 36 |
| D.2.5.3 | Targeted event presentations (at least 8) | The found solutions are presented to at least 8 European or national events of the spatial and transport planning communities. Partners jointly identify targetable events and agree how responsibilities are split among partners. | Period 6 , 31 - 36 |

Outputs

Please define the outputs which will be realised through the activities foreseen in this work package and link them to the related programme output indicators.

| | |
|-----------------------------------|---|
| Output number 2.1 | |
| Output title | Loading points as subnodes connecting rural hinterlands to the main shunting areas and/or terminals |
| Programme output indicator | RC084_3.1: Pilot actions developed jointly and implemented in projects |

| | |
|-----------------------------------|---|
| Output number 2.1 | |
| Measurement unit | pilot actions |
| Output target value | 1.00 |
| Delivery period | Period 4, 19 - 24 |
| Output description | The pilot action tests the draft solution (tool-box) co-elaborated by TMIL, UNIN, Varazdin, FH Erfurt and LCA Süd in a real case scenario. For a site in Thuringia where a need for an additional loading point has been identified, the tool-box will be applied to verify its usefulness and added value. The transnational team responsible for the pilot action will monitor its implementation, modify tools if necessary, and jointly assess the outcomes of the activity. |
| Output number 2.2 | |
| Output title | Revitalization of branch and feeder lines for rail freight transports |
| Programme output indicator | RC084_3.1: Pilot actions developed jointly and implemented in projects |
| Measurement unit | pilot actions |
| Output target value | 1.00 |
| Delivery period | Period 4, 19 - 24 |
| Output description | The pilot action tests a draft solution (guideline) co-elaborated by LCA Sued, T Bridge, MARR, TMIL, KORDIS and Novara in a real-case scenario in Carinthia where prior analyses have shown a potential to shift the transport from road to rail if a local feeder line (Gailtalbahn) is opened for rail freight operations. The transnational team responsible for the pilot action monitors its implementation, modify the guideline if necessary, and jointly assess outcomes. |
| Output number 2.3 | |
| Output title | Industrial sidings to connect industrial areas to the rail freight network |
| Programme output indicator | RC084_3.1: Pilot actions developed jointly and implemented in projects |
| Measurement unit | pilot actions |

| | |
|-----------------------------------|---|
| Output number 2.3 | |
| Output target value | 1.00 |
| Delivery period | Period 4, 19 - 24 |
| Output description | The pilot action tests a draft solution (decision-making tool) co-elaborated by PIL, UNIZA, RCH, FH Erfurt and KORDIS in a real-case scenario. For a specific site in Slovenia (e.g. regional line Ljubljana-Metlika) where sidings' (re)construction are considered, the decision-making tool is applied to verify its usefulness and added value. The transnational team responsible for the pilot action monitors its implementation, modify the tool if necessary, and jointly assess the pilot's outcomes. |
| Output number 2.4 | |
| Output title | Financial and technical solutions to increase the attractiveness of single-waggon transport |
| Programme output indicator | RC084_3.1: Pilot actions developed jointly and implemented in projects |
| Measurement unit | pilot actions |
| Output target value | 1.00 |
| Delivery period | Period 4, 19 - 24 |
| Output description | The pilot action tests a draft solution (living lab) co-elaborated by RCH, UNIZA, MARR and PIL with actual data collected from railway managers operating in the Del-Alföld region in Hungary. The data allows comparing freight transport modal shift before/after the introduction of subsidies by the Hungarian gov't in late 2021. The data allows to further investigate how financial incentives and technological advancements in single waggon transport would favour rail freight transportation. |
| Output number 2.5 | |
| Output title | Tool-box for additional loading points as subnodes connecting rural hinterlands to the main shunting areas and/or terminals |
| Programme output indicator | RCO116_3.1: Jointly developed solutions |
| Measurement unit | solutions |

| | |
|-----------------------------------|--|
| Output number 2.5 | |
| Output target value | 1.00 |
| Delivery period | Period 5, 25 - 30 |
| Output description | The tool-box is addressed to spatial and transport planners who have identified locations where new or enhanced loading points would allow local companies to ship and receive freight by rail instead of road transportation. The tool-box will consist of planning tools considering i) different business and ownership models that can be considered for loading points, ii) different loading techniques (e.g. reach stacker, crane), and iii) different goods to be loaded. |
| Output number 2.6 | |
| Output title | Guideline for the revitalization of branch and feeder lines for rail freight transports |
| Programme output indicator | RC0116_3.1: Jointly developed solutions |
| Measurement unit | solutions |
| Output target value | 1.00 |
| Delivery period | Period 5, 25 - 30 |
| Output description | The guideline is addressed to spatial and transport planners who have identified a railway line no longer or not yet used for freight transport but where it would allow local companies to ship and receive freight by rail instead of road transportation. The guideline will detail which actions to take, which key actors to involve and how stakeholders including local municipalities, single companies and industrial estate managers can be aligned behind the objective to decarbonise freight transport. |
| Output number 2.7 | |
| Output title | Decision-making tool for (re)constructing industrial sidings to connect industrial areas to the rail freight network |
| Programme output indicator | RC0116_3.1: Jointly developed solutions |
| Measurement unit | solutions |
| Output target value | 1.00 |

| | |
|-----------------------------------|---|
| Output number 2.7 | |
| Delivery period | Period 5, 25 - 30 |
| Output description | The decision-making tool is addressed to municipalities, single companies and industrial estate managers to assess the value added of a siding's construction or revitalisation vis-a-vis its costs and benefits. The decision-making tool will address infrastructures (tracks and loading equipment), traffic flows (incl. shunting) and operations (incl. ownership). Emphasis will be given to promote decisions making sidings more attractive to build, to use, to maintain and to finance. |
| Output number 2.8 | |
| Output title | Green Paper on financial and technical solutions to increase the attractiveness of single-waggon transport |
| Programme output indicator | RCO116_3.1: Jointly developed solutions |
| Measurement unit | solutions |
| Output target value | 1.00 |
| Delivery period | Period 5, 25 - 30 |
| Output description | The Green Paper describes a set of feasible financial, regulatory and technical measures to make single waggon transport economically more feasible for railway operators and companies as their clients. The paper addresses European, national and regional decision-makers as well as railway managers and describes the potential of single waggon transport if financial support is provided for investment in (digital) technologies, to subsidise transport and if constraining legal frameworks are removed |

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C.4.1 Work package 3

Workpackage number

WP3

Work package title

Upscaling and transfer of solutions

Objectives

Please define one project specific objective that will be achieved by your project through the implementation of the work package. The specific objective should be:

- realistically achievable during the project lifetime;
- specific;
- be verifiable and measurable.

Project specific objective

Integration of transnational solutions for rail transport planning, spatial and regional planning and development through X peer-reviewed local action plans

In addition, please define one or more communication objective(s) that will contribute to the achievement of the specific objective and include reference to the relevant target group(s). Communication objectives aim at changes in a target audience's awareness and behaviour.

Communication objective(s) and target audience

Ensure wide support of local and regional stakeholders of rail freight transport, spatial planning and regional development for the uptake of found solutions

Activities

Please describe the activities foreseen in order to achieve the above project specific objective and related communication objective(s) considering also the involvement of the relevant target groups as identified in section C2.4.

| Activity 3.1 | |
|---------------------|---|
| Title | Understanding the potential impact on found solutions |
| Start period | Period 4, 19 - 24 |
| End period | Period 5, 25 - 30 |

| Activity 3.1 | |
|---------------------|---|
| Description | The first activity in WP3 is realized in parallel in each of the addressed partner regions (Thuringia, Malopolska, South Moravian region, Novara province, Carinthia, Slovenia, Del-Alföld, Zilina and aims at increasing the understanding of the modal split shifting potentials of the found solutions. To that aim stakeholders in rail freight transport, spatial planning and regional development are invited to regional stakeholder workshops where drafted solutions and first pilot action results are presented for further discussion. Following a common methodology the modal split shifting potentials to the advantage of rail freight or multimodal transport are assessed based on the case studies investigated earlier in WP1. The resulting work papers are exchanged among partners for review and discussion. |

| Deliverables 3.1 | | | |
|---------------------------|---|--|------------------------|
| Deliverable Number | Deliverable title | Deliverable description | Delivery period |
| D.3.1.1 | Capacity building workshops for regional stakeholders (8) | In each addressed region relevant stakeholders of rail freight transport, spatial planning and regional development are invited to workshops where the solutions co-created by the project partners and first results of the pilot actions are presented and discussed. A documentation is provided. | Period 4 , 19 - 24 |
| D.3.1.2 | Methodology to assess shifting potentials | The partners agree on a common methodology to assess the modal split shifting potentials if found solutions are applied in the addressed regions. The process is guided by T Bridge and UNIZA and discussions involve the entire consortium. The methodology is presented in the form of work templates. | Period 4 , 19 - 24 |
| D.3.1.3 | Work papers on shifting potentials (8) | With reference to the case studies undertaken in WP1 a work paper is elaborated for each addressed territory which discusses the modal shift change potentials to the advantage of rail freight transport if the solutions found in WP2 are applied locally. Papers are exchanged and discussed by partners. | Period 5 , 25 - 30 |

| Activity 3.2 | |
|---------------------|-------------------------|
| Title | Action plan elaboration |

| Activity 3.2 | |
|---------------------|--|
| Start period | Period 4, 19 - 24 |
| End period | Period 5, 25 - 30 |
| Description | <p>Based on the results of the assessment of modal split shifting potentials of found solutions, action plans are drafted for each addressed region how these solutions can be uptaken and upscaled in regional transport and spatial planning. The action plan will be linked to the existing policy framework and determine responsible actors, financing resources and realistic timeframes. To ensure consistency between the action plans, T Bridge provides a common template for the action plans' elaboration and presentation. Regional stakeholders in rail freight transport, spatial planning and regional development are consulted in the process.</p> <p>In parallel, FH Erfurt and T Bridge will collaborate on a tool allowing the calculation of CO2 saving potentials of each action plan. The calculation considers ton-kilometers and average CO2 emissions of road and rail transport. Draft version of each addressed region's action plan are shared among the partnership for further discussion.</p> |

| Deliverables 3.2 | | | |
|---------------------------|---|--|------------------------|
| Deliverable Number | Deliverable title | Deliverable description | Delivery period |
| D.3.2.1 | Common action plan template | T Bridge provides a common template for the elaboration of regional action plans. The template specifies how the proposed uptake and upscaling of found solutions is to be linked to existing spatial and transport planning policies, the identification of responsible actors and financing resources. | Period 4 , 19 - 24 |
| D.3.2.2 | Methodology for the calculation of potentials of CO2 emission reduction of the action plans | FH Erfurt and T Bridge jointly elaborate a methodology using latest data to calculate the CO2 saving potentials of a modal shift towards rail or multimodal transport if drafted action plans are implemented. The tool considers ton-kilometers and average CO2 emissions of road and rail transport. | Period 5 , 25 - 30 |
| D.3.2.3 | Draft action plan for each territory (8) | For each addressed territory a draft version of the action plan is edited. Each one considers the solutions found in WP2 vis-à-vis the bottlenecks to rail freight transport identified in WP1 and links the implementation to | Period 5 , 25 - 30 |

| Deliverables 3.2 | | | |
|---------------------------|--------------------------|--|------------------------|
| Deliverable Number | Deliverable title | Deliverable description | Delivery period |
| | | existing spatial and transport policies. Stakeholders are consulted. | |

| Activity 3.3 | |
|---------------------|---|
| Title | Peer review of draft action plans |
| Start period | Period 5, 25 - 30 |
| End period | Period 6, 31 - 36 |
| Description | The action plans drafted for the addressed regions will be subjected to a peer review to confirm the adequacy and feasibility of proposed actions. The activity will be co-ordinated by UNIN and actively involves all partners as peer review team participants. To prepare the realisation of peer reviews, UNIN drafts a comprehensive methodology specifying expectation, roles and responsibilities of peer review hosts and peer reviewers. All involved individuals will be invited to participate in an online training to clarify questions and to plan details of the peer reviews' roll-out. Peer reviews will be conducted in the form of a small delegation's visit (offline or online) during which the action plan is reviewed. Discussions during the peer review result in recommendations to the reviewed partner and will be laid down in a feedback report. |

| Deliverables 3.3 | | | |
|---------------------------|--|--|------------------------|
| Deliverable Number | Deliverable title | Deliverable description | Delivery period |
| D.3.3.1 | Peer review methodology and implementation guideline | UNIN elaborates a methodology for the transnational peer review of the drafted action plans. The methodology specifies the roles of the reviewed partner (region) and the responsibilities of peer reviewing partners. The methodology is presented in the form of a work paper. | Period 5 , 25 - 30 |
| D.3.3.2 | Online peer review training | Based on the elaborated methodology (D.3.3.1), UNIN hosts an online peer review training to familiarise all peer review participants with their roles, to clarify expectations and to | Period 5 , 25 - 30 |

| Deliverables 3.3 | | | |
|---------------------------|---|--|------------------------|
| Deliverable Number | Deliverable title | Deliverable description | Delivery period |
| | | initiate the detailed planning of the peer reviews' roll-out. | |
| D.3.3.3 | Peer review visits and feedback reports (8) | Each regional action plan will be peer reviewed by a small team of transnational project partners for the adequacy and feasibility of the proposed actions. The peer review furthermore creates attention and leverage contributing to the endorsement of the plans by regional decision-makers. | Period 6, 31 - 36 |

| Activity 3.4 | |
|---------------------|---|
| Title | Policy integration and roll-out |
| Start period | Period 6, 31 - 36 |
| End period | Period 6, 31 - 36 |
| Description | <p>The final activity of the project is dedicated to the endorsement and adoption of prepared regional action plans, the preparation of draft decisions for the competent bodies, and the discussion of the final outcomes and results of Rail4Regions at a final event taking the form of a Policy conference. The activity is co-ordinated by TMIL with support of FH Erfurt which will also co-host the Policy conference.</p> <p>On regional level, another round of stakeholder workshops is realized to ensure wide support and endorsement of the prepared action plans among stakeholders of rail freight transport, spatial planning and regional development. Following these events where additional amendments may be proposed, the action plans are finalised and draft decisions are prepared for the competent bodies (e. g. local or regional public authority) to adopt the action plan.</p> |

| Deliverables 3.4 | | | |
|---------------------------|---------------------------|--|------------------------|
| Deliverable Number | Deliverable title | Deliverable description | Delivery period |
| D.3.4.1 | Stakeholder workshops (8) | Stakeholder workshops are realized in each territory to discuss the draft action plan and the given peer review recommendations. | Period 6, 31 - 36 |

| Deliverables 3.4 | | | |
|---------------------------|--|---|------------------------|
| Deliverable Number | Deliverable title | Deliverable description | Delivery period |
| D.3.4.2 | Action plan finalization (8) | For each addressed territory the action plan is finalised taking the recommendations of the peer review and propositions for amendment put forward in stakeholder workshops into account. The final action plans are shared among the project consortium. | Period 6 , 31 - 36 |
| D.3.4.3 | Draft decisions for action plan adoption (8) | To facilitate the uptake of elaborated action plans, draft decisions are formulated and rendered to the competent decision-making bodies of the addressed territories. | Period 6 , 31 - 36 |
| D.3.4.4 | Policy conference to promote wider uptake and transfer | A Policy conference is staged by TMIL and FH Erfurt in Thuringia (DE) as final event of the project. About 100 people representing spatial and transport planners as well as practitioners in rail freight forwarding are expected to participate in the event. | Period 6 , 31 - 36 |

Outputs

Please define the outputs which will be realised through the activities foreseen in this work package and link them to the related programme output indicators.

| Output number 3.1 | |
|-----------------------------------|---|
| Output title | Peer reviewed action plans for the involved partner territories |
| Programme output indicator | RCO83_3.1: Strategies and action plans jointly developed |
| Measurement unit | strategy/action plan |
| Output target value | 8.00 |
| Delivery period | Period 6, 31 - 36 |
| Output description | 8 action plans are put forward by Rail4Regions partners that detail how actors of the rail freight transportation system shall uptake and upscale the solutions elaborated by the project. In the process of their elaboration, the action plans are subjected to stakeholder workshop and a transnational peer review to ensure wide endorsement, adequacy of proposed actions and political leverage. Draft decisions for the adoption of action plans include calculations of CO2 saving potentials. |

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C.5 Project results

Please select and quantify the relevant programme result indicators to which your project will contribute. For each selected result indicator, please briefly describe the contribution of the project and the relevant project results (change) you expect to achieve through the implementation of the foreseen activities and outputs as defined in the work plan. Please also specify the output(s) which are directly related to this result.

| Result 1 | |
|-----------------------------------|---|
| Programme result indicator | RCR79_3.1: Joint strategies and action plans taken up by organisations |
| Measurement unit | joint strategy/action plan |
| Baseline | 0.00 |
| Target value | 9.00 |
| Result description | <p>Through the adoption of the White Paper on Freight Transport Access of Rural Areas, endorsement of elaborated action plans and their adoption by the competent decision-making bodies, Rail4Regions results in the uptake of 1 joint strategy (White Paper) and 8 action plans for Central European regions:</p> <ul style="list-style-type: none"> -Thuringia (decision-making body: Thuringian Ministry of Infrastructure and Transport/LP) -Malopolska (Board of the Marshall office of the Malopolska voivodship) -Novara (Piedmont Region) -Carinthia (Department 7 of the Regional Government of Carinthia) -South Moravia (South Moravian Region) -Slovenia (Slovenian Ministry of Infrastructure) -Slovakia (Slovak Ministry of Transport and Construction) -Dél-Alföld (Hungarian Ministry of Innovation and Technology). <p>The uptaken White Paper and action plans enhance the accessibility of the rail freight transport network for local companies, a reduction of transport-related CO2 emissions and regional competitiveness.</p> |
| Result 2 | |
| Programme result indicator | RCR104_3.1: Solutions taken up or up-scaled by organisations |

| | |
|-----------------------------------|--|
| Result 2 | |
| Measurement unit | solutions |
| Baseline | 0.00 |
| Target value | 4.00 |
| Result description | Rail4Regions leads to four transferable and upscalable solutions to enhance the accessibility of the rail freight transport network for companies sending or receiving rail-suitable goods as part of their business activities. Regional action plans are prepared to determine and decide upon the wider uptake of the co-designed solutions in Rail4Regions partner regions. It is estimated that each prepared solution is selected for its adequacy and effectiveness of lead to a reduction of transport-related carbon emissions by at least two partner regions and in addition by rail freight transport stakeholders beyond the consortium. Applied solutions will furthermore lead to a reduction of physical and structural barriers for regional rail freight transport and impact the creation of new services for freight forwarders to the benefit of regional companies' competitiveness. |
| Result 3 | |
| Programme result indicator | RCR84_3.1: Organisations cooperating across borders after project completion |
| Measurement unit | organisations |
| Baseline | 0.00 |
| Target value | 16.00 |
| Result description | Rail4Regions addresses the enhancement of accessibility of the rail freight transport network of hinterlands not served by the main rail corridors. Access points in rural areas (sidings, branch lines, loading points) shall be advanced and strengthened to feed the European rail transport network. At the same time, the profitability of single waggon transport, which is of great significance to companies with lower volumes of cargo to be transported (lesser than entire block trains), will be advanced. The project henceforth leads to improved rural-urban linkages as major terminals and shunting yards are located in the vicinity of major |

| | |
|----------|--|
| Result 3 | |
| | <p>cities (e.g. Erfurt, Villach, Kraków). As the majority of goods transported by rail has origin and destination in different countries, Rail4Regions enables a stronger urban-rural cooperation and partnership beyond borders. To that aim, all project partners and associated institutions continue their cooperation based on the project results.</p> |

C.6 Time plan

| | Period 1 | Period 2 | Period 3 | Period 4 | Period 5 | Period 6 | After End |
|--|----------|----------|----------|----------|----------|----------|-----------|
| WP1 Integration of rail freight transport pl... | | | | | | | |
| <i>A1.1 Case-studies of rail-suitable goods...</i> | D1.1.1 | D1.1.2 | | | | | |
| | | D1.1.3 | | | | | |
| | | D1.1.4 | | | | | |
| <i>A1.2 Stakeholder alignment</i> | D1.2.1 | D1.2.2 | | | | | |
| | | D1.2.4 | | | | | |
| | | D1.2.3 | | | | | |
| <i>A1.3 White Paper elaboration</i> | | D1.3.1 | D1.3.2 | | | | |
| | | | D1.3.3 | | | | |
| <i>RCO120_3.1</i> | | | O1.3 | | | | |
| <i>RCO83_3.1</i> | | | O1.1 | | | | |
| <i>RCO87_3.1</i> | | | O1.2 | | | | |
| WP2 Transnational elaboration of transferabl... | | | | | | | |
| <i>A2.1 Analysis of the transferability and...</i> | | D2.1.1 | | | | | |
| | | D2.1.3 | | | | | |
| | | D2.1.2 | | | | | |
| <i>A2.2 Draft solutions and Pilot action co...</i> | | | D2.2.4 | | | | |
| | | | D2.2.1 | | | | |
| | | | D2.2.2 | | | | |
| | | | D2.2.3 | | | | |
| <i>A2.3 Pilot actions</i> | | | | D2.3.1 | | | |
| | | | | D2.3.2 | | | |

| | | | | | | |
|--|--|--|--|--------|--------|--------|
| | | | | D2.3.3 | | |
| | | | | D2.3.4 | | |
| A2.4 Joint assessment of outcomes against... | | | | D2.4.1 | D2.4.3 | |
| | | | | | D2.4.2 | |
| A2.5 Presentation of elaborated solutions | | | | | D2.5.1 | D2.5.3 |
| | | | | | | D2.5.2 |
| RCO116_3.1 | | | | | O2.5 | |
| | | | | | O2.6 | |
| | | | | | O2.7 | |
| | | | | | O2.8 | |
| RCO84_3.1 | | | | O2.1 | | |
| | | | | O2.2 | | |
| | | | | O2.3 | | |
| | | | | O2.4 | | |
| WP3 Upscaling and transfer of solutions | | | | | | |
| A3.1 Understanding the potential impact ... | | | | D3.1.1 | D3.1.3 | |
| | | | | D3.1.2 | | |
| A3.2 Action plan elaboration | | | | D3.2.1 | D3.2.3 | |
| | | | | | D3.2.2 | |
| A3.3 Peer review of draft action plans | | | | | D3.3.1 | D3.3.3 |
| | | | | | D3.3.2 | |
| A3.4 Policy integration and roll-out | | | | | | D3.4.1 |
| | | | | | | D3.4.3 |
| | | | | | | D3.4.2 |
| | | | | | | D3.4.4 |
| RCO83_3.1 | | | | | | O3.1 |

C.7 Project management and communication

In addition to the thematic activities as described in the work plan, you need to foresee adequate provisions for project management, coordination and internal communication.

C.7.1 How will you coordinate and manage your project?

Please describe how the project management on the strategic and operational level will be carried out, including the set-up of management structures, responsibilities and procedures, as well as risk management. Please also explain how the internal communication within the partnership will be organised.

The project's management structure will be composed of two levels: 1) the strategic decision-making and monitoring of the project by the members of the Steering Group (SG), and 2) the project managers of each participating partner supported by an External Project Secretariat. The latter will be subcontracted and financed by the LP.

The SG's members are one delegate for each partner. It is chaired by a senior representative of the LP. All members shall have the necessary decision-making power, either by rank or by designation. In biannual meetings SG members assess the project progress and achievements, evaluate potential risks, and take necessary decisions (on finances, upcoming tasks, encountered problems). A written decision-making procedure will be specified in SG Rules of Procedure. In addition, SG members constantly monitor the quality of the project's activities in their own organisations and territories.

For day-to-day management, each PP nominates a responsible project manager. Those manage the project participation of their organisation, ensure its participation in all common activities and events, deal with the reporting obligations of their organisation, and act as first contact person for all other partners (including reporting and financial concerns). Activity leaders have been appointed to assist the LP with their expertise. The LP's Project Coordinator receives support in fulfilling its specific tasks from the External Project Secretariat. Its tasks include the project reporting (incl. support and monitoring of partners' reporting), ongoing quality management and result documentation, and the preparation of SG decisions and meetings. The team of project managers meet every two months either in person or in a video call to discuss and coordinate tasks and to co-elaborate methodologies and results. To give all partners immediate access to key project documents, an online management space will be set up by the External Project Secretariat (project cloud).

C.7.2 Which measures will you take to ensure quality in your project?

Describe the planned approach and processes for quality management, i.e. how the quality of deliverables and outputs will be monitored and ensured, and indicate the responsible partner(s). If you plan to conduct any type of project evaluation, please describe its purpose and scope.

The quality of the project's activities, deliverables and outputs will be ensured by jointly agreed approaches for each activity, structured documentation through common templates, and review on operational and strategic levels. First, upcoming tasks will be addressed in a monthly meeting between the LP Coordinator, the leaders of ongoing and upcoming activities and the External Project Secretariat to identify synergies and to avoid overlaps. Resulting approaches are then to be discussed in a meeting of the entire consortium (bimonthly; in-person or online) to define a common methodology. A template will be provided by the responsible activity leader for the documentation of each deliverable to ensure consistent and comparable outcomes. Activity leaders review deliverables, provide feedback and outline possible improvements. Outputs are assessed for their quality and strategic relevance by the Steering Group, which will formally approve all outputs and acknowledge achieved results.

C.7.3 What will be the general approach you will follow to communicate about your project?

Please describe how your project's communication objectives, as outlined in the work plan, will help with achieving your project's main result(s). Why is communication important? Which common tactics, channels and tools will help the partnership to reach out to and involve its target audiences? How will the project communication coordinator ensure that all project partners are involved and contribute to communication?

The project's approach to communication is determined by operational structures and strategic objectives. Both will be defined in detail in the project's Communication strategy which will be elaborated within the first three months of the lifetime.

On the operational level, the LP Coordinator, assisted by the External Project Secretariat, is created to monitor and guide activities. That person will contribute significant experience in media relations, social media use and policy-level communication tactics. The Communication strategy specifies internal communication means to be used, tools to involve stakeholders in all relevant phases of the project, and dissemination of achieved results beyond the partner territories. For each communication activity the tasks of individual partners, target groups (stakeholders, key actors, media), timing and key messages to be communicated are identified.

On the strategic level, all communication means aim at promoting active stakeholder involvement, awareness of the project activities among policy-makers and other key actors, and - in the final phase of the lifetime - upscaling achievements in the partner territories and their transfer to other Central European regions which face similar challenges.

Continuous elements of the project's communication are a regularly updated project website (documentation of results and achievements), use of social media to allow others to follow activities and to engage in discussions with the project, and communication of project outcomes towards media through each of the project partners' institutional networks. Further communication elements are video tutorials to promote the wider uptake of found solutions, presentations at targeted events to reach out to further stakeholders and actors from other regions, and a Policy conference aiming to address the Central European community of spatial and transport planners (local, regional and national public authorities).

C.7.4 How do you foresee the reporting procedures for activities and budget (within the partnership)?

Please describe the reporting processes at the level of partners towards the lead partner.

The External Project Secretariat, subcontracted by the LP, monitors the timely achievement of deliverables, the conclusion of large subcontracts and budget spending. Activities, related partner tasks and their due dates are addressed in bimonthly partner meetings (online or in-person). Finalised deliverables are reviewed by the respective activity leader and thereafter uploaded to the project cloud. Delays occurring are to be discussed between the External Project Secretariat and the responsible partner. Partners' budget spending is controlled at the preparation of periodic reports and additionally in preparation of the project review. Partners are requested to provide regular spending forecasts by the External Project Secretariat. Significant budget spending deviations or delays of deliverables are brought to the attention of the Steering Group to agree a mitigating solution.

C.7.5 Cooperation criteria

Please select the cooperation criteria that apply to your project and include a brief explanation. Please note that the joint development, joint implementation and joint financing criteria are mandatory.

| Cooperation criteria | | Description |
|----------------------|-----|---|
| Joint development | Yes | During the project development phase, a number of online workshops and bilateral meetings were arranged to agree the project's specific objectives, anticipated results, joint methodologies and activities. The partnership is founded on similar territorial challenges for which new solutions based on transnational collaboration are to be identified, tested and upscaled. |
| Joint implementation | Yes | The project is based on a joint methodology and work plan. Transnational activities and the exchange of knowledge and experiences are characterising the project. Activities and deliverables are coordinated in bimonthly in-person or online meetings, follow common methodologies agreed before-hand and are reviewed by activity leaders. |
| Joint staffing | Yes | The LP Project coordinator and the activity leaders are joint staff positions of the project who collaborate closely (monthly online meet-up). Each partner designates a Project manager as the main contact person. The latter participate in bimonthly in-person or online meetings, adhere to a project mailing group, and use a project cloud for document exchange and co-elaboration. |
| Joint financing | Yes | A joint budget has been drafted including complementary financing of activities and results. All partners' finance plans include expenditures to the benefit of the entire consortium (e.g. hosting of a transnational event, communication items, external services for studies, local demonstrations, LP: External project secretariat). |

C.7.6 Horizontal principles

Please indicate how your project contributes to horizontal principles and provide a short explanation. With regard to environment protection, please also include an explanation how the "environmental sustainability by design" approach has been integrated and provide a brief assessment of possible environmental effects to your project.

| Horizontal principles | Type of contribution | Description of the contribution |
|-----------------------|----------------------|---------------------------------|
|-----------------------|----------------------|---------------------------------|

| Horizontal principles | Type of contribution | Description of the contribution |
|--|----------------------|--|
| Sustainable development and environment protection | positive effects | <p>The positive contribution of this project to sustainable development and environmental protection is based on two pillars. On the one hand, the content of the project is closely intertwined with the aspect of climate protection. On the other hand, the project implementation and the related organization are to be designed in an environmentally friendly way, following the "environmental sustainability by design" approach. The aim of the project is to enhance the accessibility of access to the rail freight transport network in order to increase the share of the modal split of railways as a low-carbon mode of transport. In fact, only a fraction of the available rail network in Europe is currently used for rail freight transport. Rail transport is one of the most environmentally friendly modes of transport and if one considers the fact that a large part of the necessary rail network already exists and only needs to be "put into operation", the environmentally friendly and - above all - sustainable aspect becomes particularly apparent.</p> <p>At the level of project implementation, priority is to be given to environmentally friendly alternatives. This refers in particular to internal project meetings as well as to public events and the related use of materials (e.g. only recycled paper). If it is possible to hold meetings online, this option will be given preference over analog meetings with travel distances. In the case of analog meetings, the meeting places and times should be chosen wisely (e.g. use of in-person meetings for co-designing processes) so that many topics are covered and the travel routes can be taken as well as possible by public transport. For these reasons, the project has a positive effect on sustainable development and environmental protection.</p> |

| Horizontal principles | Type of contribution | Description of the contribution |
|--|----------------------|--|
| Equal opportunities and non-discrimination | neutral | <p>In this project, all participants are to be treated equally, regardless of their ethnic, social origin, religious affiliation, gender or sexual orientation. This aspect is to be taken into account in particular at the level of project implementation, but this aspect is also to be given special attention with regard to recruitment practice. The project partners assume that a project team that is as diverse as possible will bring the necessary multiperspectivity that is required for the successful realization of this project. This also includes opportunities for low-threshold participation. For example, physically or cognitively impaired persons should be given access to internal and public events. For example, persons with relevant limitations will be offered the opportunity to follow events in sign language. Also, only facilities and places that are barrier-free are to be used for the analog events. For example, elevators and ramps should be available, and corresponding places should be signposted in Braille. All venues should be accessible via public and barrier-free transport routes. At the level of recruitment practice, it should also be explicitly pointed out that people who often experience discrimination due to their origin, orientation or physical impairment are particularly encouraged to apply. Persons should not be excluded from the assessment procedure in the application process for the reasons mentioned above. The relevant guidelines and laws are observed here. The project is thus sensitive to the aspect of equal treatment and non-discrimination.</p> |
| Equality between men and women | neutral | <p>Equal treatment of men and women is to be ensured at all levels in this project. As the field of rail freight is a predominantly male-dominated field, the aspect of equal treatment is to be taken into account in the area of recruitment practices, among other things. Among other things, explicit reference is to be made to the fact that women are particularly encouraged to apply. The project team will strive to achieve as balanced a gender ratio as possible. In addition, gender-related pay gaps are to be excluded in all hiring. The importance of women in STEM subjects should be addressed in events that may address a younger target group. STEM subjects are essential for the design of a sustainable transport system and the increase of the quota of women in these fields in particular should be targeted. Furthermore, there should be the possibility of flexible working hours, which enables people (statistically mostly women among them) to participate in the labor market and to pursue their caregiving activities, resp. to combine work with family life. The aspect of language that is as inclusive as possible and represents both genders should also be taken into account. Thus, this project is sensitive to issues of equality between men and women, even if the aspect is not found in the formulation of objectives.</p> |

C.8 Long-term effects and durability

Projects should have a long-lasting effect in the territories and for the relevant target groups. Please describe below how this will be ensured.

C.8.1 Ownership/durability

Please describe who will ensure the financial and institutional support including maintenance for outputs and, if applicable, for most important deliverables developed by your project.

Project outputs are co-owned by the entire consortium and their achievement will be certified by the project's Steering group. The White Paper, pilot actions and solutions resulting of WP1 and WP2 are designed for wide transferability and will not require post-project maintenance on project-level. To support the transfer and wider adoption of the White Paper and found solutions, partners will remain available to any interested party beyond the project lifetime.

On regional level, action plans are elaborated that identify responsibilities and financial resources for the integration of the prerogatives of the White Paper in spatial planning and regional development strategies, and the uptake and wider roll-out of found solutions. The action plan is put forward to local decision-makers for endorsement and commitment to its implementation. The territorial partners as authors of the action plans will monitor their implementation and take responsibilities for the realisation of actions falling in their institutional responsibilities.

All project outputs and the main deliverables linked to the output will be published on the project website and allow their replication and roll-out in other regions.

C.8.2 Lasting effects

Outputs and deliverables should be made available and used by relevant target groups (project partners or other stakeholders) after the project's lifetime, in order to have a lasting effect on the territory. Please describe how the outputs and deliverables will stay available and will be taken up or upscaled by the project partners.

To promote and ensure the continuation of successfully co-designed solutions aiming at enhancing the accessibility of the rail freight transport network, regional action plans are elaborated in close collaboration with stakeholders and rendered to the competent decision-making bodies for endorsement. The action plans specify how the prerogatives of the White Paper are translated to spatial planning and regional development policies, and how solutions put forward by the project are rolled out and upscaled. The implementation of the action plans is expected to enhance the planning capacities of public authorities responsible for rail freight transport in areas feeding the main transport corridors. Through the medium and long term implementation of the found solutions, e.g. the planning and construction of new or enhanced industrial sidings, infrastructure enhancement to provide more cargo loading points, companies benefit from a more competitive rail transport that allows them to decarbonise their transports. Rail freight operators benefit from a more efficient use of existing infrastructure, e.g. the reopening of branch/feeder lines for rail freight transport, that allows to offer better and "greener" transport services. Agents of economic and regional development are enabled to promote rail-accessible business locations with a reduced environmental footprint.

The outputs and supportive documents, including video tutorials of the solutions found, will remain online on the project website and their transfer will be continued to be promoted by project partners.

C.8.3 Transferability

Please describe how outputs and deliverables could be adapted or further developed to be used by additional target groups or rolled out in other territories beyond the partnership. How will communication activities ensure that relevant groups are aware of the available outputs and deliverables to be used?

The White Paper, the solutions co-designed and piloted in transnational teams, as well as the methodology for the elaboration of regional action plans are based on transnational collaboration. The outputs are designed for application and roll-out in regions of Central Europe where the accessibility of the rail freight transport network is below companies' actual needs. The solutions are co-created by a consortium with members in each country of the CE programme area. Both the White Paper and the found solutions are expected to be widely transferable and upscalable within and beyond the addressed regions without or only small adjustments. Any target group within or beyond the addressed territories may also advance the elaborated solutions or improve the White Paper's prerogatives.

To promote the wider uptake and replication of the project's outputs, a number of communication measures are foreseen:

- regular maintenance of the project website, including the publication of outputs and corresponding deliverables
- presence of the project in at least 2 social media (mainly those used for professional communication such as LinkedIn)
- realisation of local stakeholder workshops to ensure their co-ownership and endorsement of project outputs
- realisation of a Policy conference addressing a wider (Central European) community of spatial planners and regional development agents
- production of four video tutorials to assist the transfer of the solutions found
- presentations at targeted events
- media releases and preparation of articles for railway and spatial planning bulletins
- dissemination of project results in the wider networks of the partner institutions and those of their stakeholders.