

OUTPUT FACT SHEET

Strategies and action plans

Project index number and acronym	CE1410 REIF
Output number and title	Output O.T3.3.1 Transnational Transferability Plan
Responsible partner (PP name and number)	PP8 - ITL Foundation PP10 - Emilia-Romagna region
Project website	interreg-central.eu/reif
Delivery date	March 2022

Summary description of the strategy/action plan (developed and/or implemented), explaining its main objectives and transnational added value

The optimization of regional transport infrastructures and their combinations through intermodal hubs, as well as the provision of efficient and coordinated services linking all actors of the transport and infrastructure chain have been at the basis of the REIF Project, which gathers 10 project partners and 10 associated partners distributed across 6 countries of Central Europe, namely Austria, Croatia, Germany, Italy, Poland and Slovenia. For each of these areas, REIF has tackled relevant challenges related to lacking connectivity through the analysis of regional potentials for rail freight transport, identifying infrastructural bottlenecks, and effective measures for either preserving vulnerable connections or even redeveloping closed tracks. In this purpose, pilot actions have tested novel approaches to overcome different discontinuities of the regional rail network in the participating areas. Furthermore, the different conditions triggering the activation of new rail services, ranging from organizational aspects to the need of ensuring a “critical mass” of traffic demand, have been investigated, resulting in several deliverables defining priorities and potential policy measures to be integrated into regional policy instruments.

Moreover, a total of 21 regional capacity building workshops and 14 annual regional advisory board meetings have been organized with the aim of training a pool of regional administrations and stakeholders to sustain knowledge about the opportunities offered by rail freight transport and to get their input on priority actions and policy measures to be implemented to revitalize regional railway networks.

This multifaceted effort is meant to concretely change the current situation by establishing regional policy instruments and permanent coordination mechanisms among public and private market players. REIF's innovative approach has leveraged on enhanced coordination and governance within and between regional contexts, in order to also address the transnational dimension of rail freight transport. The final Transferability Plan (D.T3.4.3) will aim at collecting the main outcomes and best practice developed throughout the project in order to generalize lessons learned and ensure further replicability of the novel governance approach brought in by REIF in the whole Central Europe.

NUTS region(s) concerned by the strategy/action plan (relevant NUTS level)

- ITH5 - Emilia-Romagna region

Expected impact and benefits of the strategy/action plan for the concerned territories and target groups

The quadruple helix model has been applied to REIF in order to identify the categories of relevant stakeholder that have been engaged throughout project activities, and thus that should also be involved within target regions for a successful replication of activities and results.

As for the public sector, the main stakeholders involved in the REIF project and that should take part to the transferability process in target regions encompass administrations, transport authorities and infrastructure managers at the regional and local levels, as well as EGTCs, which stands for European Grouping of Territorial Cooperation. These are basically European legal entities designed to promote cross-border transnational cooperation, whose members can be member states, regional and local authorities, associations and any other public body operating in this field. This group of actors has certainly a pivotal role in guiding the transition towards a more sustainable freight shipping, as it has the potential to concretely promote the rail option through dedicated legislative and administrative measures. At the same time, a key role is played by the actors representing the business sector that revolves around the freight transport and logistics supply chain, both from the side of the offer and the demand, meaning companies and SMEs that make use of transport services to ship their goods. These stakeholders, going from logistics operators, transport providers, warehousing and distribution firms as well as regional clusters for intermodality (when available) to companies and SMEs exploiting cargo services, shall be aware of the opportunities offered by intermodality in general, and more specifically by rail freight transport.

Furthermore, they should be involved by public administrations in the process of decision-making, which should consider the needs and priorities of the sector coming from its first-hand players, in order to provide appropriate supporting measures.

The remaining sectors of academia and civil society cover a limited role in this case. Nonetheless, both categories of stakeholders, including universities, research institutions, opinion leaders, experts in logistics as well as regional and local communities, do still benefit from a sustainable logistics in terms of environmental benefits and can support this transition through additional insights and analyses.

In general terms, all stakeholders mentioned above can have an impact on the modal transition towards a more sustainable intermodal chain supply, and therefore it is important to engage and involve them as much as possible in the transfer process through the transfer tools.

Sustainability of the developed and/or implemented strategy/action plan and its transferability to other territories and stakeholders

The transferability methodology presented in the Transnational Transferability Plan shows ideas for streamlining the impacts and results of the REIF project to third entities and potential target regions and stakeholders, both during its final stage and after its completion, in order to roll out and facilitate the diffusion of the key messages and lessons learned.

As a matter of fact, the sharing and dissemination of project's results will have a potential leverage effect on its sustainability, thus increasing the overall value of project's achievements and optimizing the funding used thanks to an appropriate transfer to the wider Central Europe area.

At a glance, the main aims of the transferability process are to:

- i. develop a strategy to sustainably exploit the project's results;
- ii. achieve the maximum impact of the project by creating awareness at the EU level on the issues tackled by it;
- iii. ensure an efficient use of EU resources by sharing the results achieved with the widest possible audience.

A total of five key messages were identified, ranging from the topic of stakeholders involved, harmonized governance for intermodality, competence development and promotion of regional and local infrastructural needs, all with the aim of supporting the railway network and involved entities to increase the modal share of rail cargo transport and increase intermodality.

Within a transferability plan, an element that is certainly essential is represented by the target actors, meaning the entities that, thanks to a specific set of characteristics and peculiarities, present a greater potential for the adoption and rolling out of the results and innovations being at the center of the transferability process.

Another important element of the transferability process are the tools implemented to streamline the projects results and key messages to target regions and, more in general, a wider audience of authorities and stakeholders to ensure that the achievements and methodology will not only continue

to be applied by the partnership after the projects' end but will also be replicated in further sites and regions other than the seven REIF areas.

In this case, the measures and tools planned within the transferability process and presented in this chapter are highly interconnected with communication and dissemination instruments and activities. Having a transversal function, these will serve an important role in enhancing the replicability and transferability strategy by enabling to reach a wider audience and by providing long-term dissemination and transfer tools.

References to relevant deliverables and web-links

If applicable, pictures or images to be provided as annex

The output O.T3.3.1 Transnational Transferability Plan is based on the following deliverables:

D.T3.4.2 Work Paper Lessons learned for replication to CE territory

D.T3.4.3 TRANSFERABILITY PLAN

Download link: <https://www.interreg-central.eu/Content.Node/REIF/Transferability-Plan.zip>



Figure 1 Characteristics of the target regions



Figure 2 Overview of REIF key messages

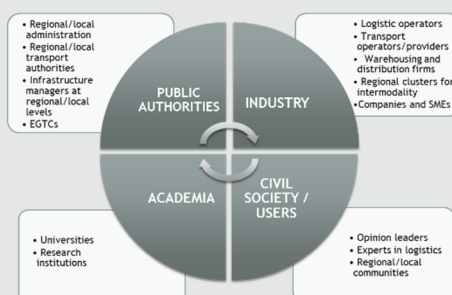


Figure 3 Quadruple helix framework applied to REIF

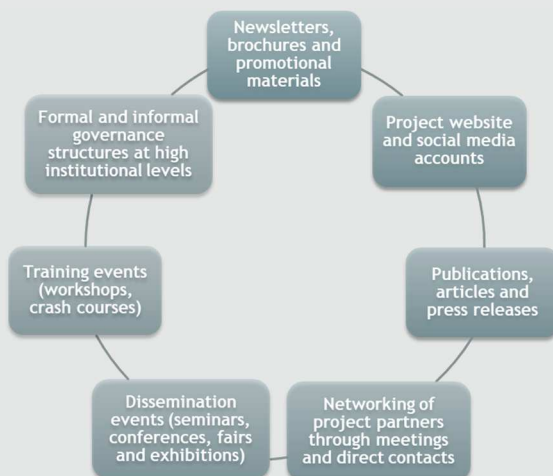


Figure 4 Overview of transfer tools

ESTABLISH APPROPRIATE COMMUNICATION CHANNELS TO BE USED BY INTERESTED TARGET REGIONS

to contact project partners and receive further information and guidance

ORGANIZE DISSEMINATION EVENTS

to spread the results obtained by the project and the main lessons learned

ORGANIZE TRAINING EVENTS

to enhance the planning capacities linked to intermodality of the regional and local administrations by exploiting the tools and solutions developed within the project

DIRECTLY INVOLVE RELEVANT STAKEHOLDERS AND AUTHORITIES

to promote the creation of regional and local clusters and focus groups dedicated to rail and intermodality to define shared priorities, thus fostering a harmonized governance

IDENTIFY OPPORTUNITIES AT NATIONAL AND INTERNATIONAL LEVEL TO SUPPORT LOCAL NEEDS AND PRIORITIES ACTIVELY PARTICIPATE TO DEDICATED INSTITUTIONAL DIALOGUES

to bridge the gap between policies and priorities at the European level and at the local level

Figure 5 Overview of operational measures for transferability