

# One Corridor – One Strategy

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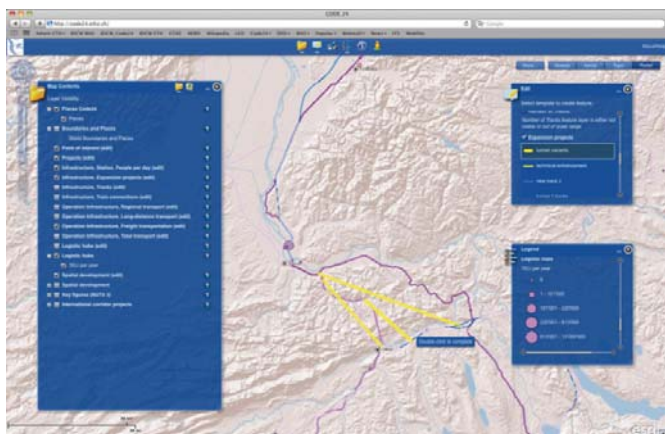
ROTTERDAM

**CODE24**  
CORRIDOR  
DEVELOPMENT

GENOA

## CODE24 – Corridor Info System

One of the core aims of the project is to provide the CODE24 partners with a set of strategic information about the corridor development. This activity is focused on boosting the discussion among the involved partners and the regional and national stakeholders. The exchange will be fostered through allocating the missing overviews about the relevant spatial and infrastructural issues affecting the decision-making in the involved regions to the involved partners.



The Corridor Info System is available on: <http://code24.ethz.ch>

At the heart of the process stands the Corridor Information System (CIS), a web-based tool for supporting the sharing of strategic information. The information about the corridor may be characterized by being imperfect and uncertain, as it is usually the case in complex spatial planning processes. Local and regional planners who involve groups of individuals or organizations from different disciplines in collaborative planning processes receive a tool for supporting complex planning tasks. The variety of indigenous and exogenous interconnections and dynamics that influence the subject of planning and the results of the discussed actions can be easily provided by the Corridor Information System. It serves as an overview on the development processes and highlights current issues which are immediately available to the stakeholders through the use of Web-GIS tools.

Prerequisite of the Corridor Info System is that knowledge and information about the corridor cannot be collected and published

by a single actor. The area involved is too large and no single subject or group is capable of finding and selecting the pertinent information over such a large scale. With the Corridor Info System, involved and interested stakeholders, who would like to dispose the profound and actual knowledge about their regions, infrastructures, projects and operations on the corridor can update and correct the information themselves. Thus, the information provided in the CIS evolves, deepens and enriches through direct involvement of the actors.

The interactive process generated by the actors involved is of great importance. In this way it is possible to refine not only the information but also the necessary agreement on the problem definition, which is a pre-condition for the development of shared plans of action directed at improving the corridor 24. The primary information was collected through a mixture of methods, including available data from public sources, workshops, focus group interviews and storytelling among project partners related to rail infrastructure, transport operations, rolling stock and logistics and settlement related information.

### **A first list of relevant topics include information on:**

- Existing infrastructure and discussed projects
- Mapping of strategic spatial development potentials
- Railway service: passenger transport and freight transport
- Regional basic information: statistical, economical and spatial data
- Environmental issues: nature reserves and noise protection

With the publication on the web of the Corridor Info System the work is not finished. The above list has now to be revised and enlarged by the partners according to their needs and subsequent questions that will arise in the course of the project. It is the beginning of a common perspective on the corridor 24 providing an overview of revisions and a platform for communication and shared information.

### Regional Workshops and Round Tables

CODE24 aims to be open to all the institutions and citizens interested in the corridor. Therefore, communication and stakeholders' involvement are key components of the project's management strategy.

CODE24 wants to provide the project partners and stakeholders of the different regions with a set of crucial information about the corridor's development. On the other hand, in order to be effective, CODE24 needs the knowledge and the active participation of the local actors. To this purposes the project's promoters have decided to activate as soon as possible a network of strategic decision-makers and stakeholders and start up a series of events focused on presenting the project's goals and activities and meanwhile collecting expectations and inputs.



Between July and December 2010, 9 regional Workshops have been organised along the corridor.

The workshops took place in 9 cities: Rotterdam (NL), Antwerp (BE), Essen (DE), Frankfurt (DE), Mannheim (DE), Karlsruhe (DE), Zurich (CH), Milan (IT), Genoa (IT). About 300 people including regional and local planning authorities, transport authorities, logistic and transport entrepreneurs, research institutes and experts, local companies and global corporations, associations of citizens, port authorities, political decision-makers attended the workshops.

Through the meetings it has been possible, on one hand, to produce together with the actors a picture of the state of the project and, on the other hand, to survey expectations and opportunities for further interventions and initiatives.

#### **The discussion focused mainly on three topics:**

- *State of the art of the infrastructure supply and management: what problems, projects and future development?*
- *Spatial development strategies: what are the development goals? What strategies?*
- *Logistic development: where are the main hubs? What are the flows? What development strategies?*

The positive feedback and information collected enabled the CODE24 team to assemble a dynamic overview of the on-going and future processes of development and transformation along the corridor. In particular, a strong need for interregional coordination and planning emerged from the discussions together with the need for a more effective decision-making regarding the actual function of the corridor and its feeder-lines.

## NEWS

### CODE24 visits construction site of the Rastatt tunnel

On 31 March 2011, CODE24 partners visited the construction site of the Rastatt tunnel to get a picture about the current status of the project plan.



The experts from research, spatial planning and economics have been welcomed by the chief councillor Jürgen Bäuerle, the lord mayor of Rastatt Hans Jürgen Pütsch and mayors from surrounding municipalities.

After some statements about the state of the project, the group visited on site the planned section along the federal highway B36. The general planning was presented by Frank Roser from the DB Projektbau GmbH.



The completion of the Rastatt tunnel is still not conceivable although already 26 million Euros have been invested into the 13 year old project. The section around the main station of Rastatt is one of the bottlenecks of the European transport corridor no. 24.

### Joint Corridor Workshop

The development of the European Transport Network and corridors is an issue of highest relevance in EU policy. A number of projects and initiatives driven by regional actors deal with this issue. All actors have a strong interest in exchanging experience and in capitalizing on the results of the different projects and initiatives.



Therefore, the project CODE24 took the initiative to organize the first "Joint Corridor Workshop". During this first meeting, the presentations of the participating corridor projects and initiatives focused on the following topics:

- Objectives and strategies,
- Publicity issues,
- Methodologies and activities for strengthening political impact, and
- Methodologies for ensuring the project follow-up, i.e. after the Interreg-lifetime of the projects.

25 participants representing 9 projects and initiatives attended the workshop and contributed to a fruitful discussion.

The presentations of the projects can be downloaded on: [www.code-24.eu](http://www.code-24.eu)

### Test Planning / Planning Procedure Wesel

The extension of the Betuwe-line is needed for fluent freight transport on rail and also for a rising share of rail in freight-traffic, too. In order to achieve this goal and to activate the needed consensus around the proposal, an informal planning procedure was applied by Regionalverband Ruhr in close cooperation with Kreis Wesel. 3 expert teams worked separately on three exemplary sections of the line. The teams had to develop a consistent, innovative and cost efficient conception that offers best results in:

- protection of citizens in the area (i. e. emissions)
- minimizing effects of separation in urban and residential areas
- spatial development
- handling a rising number of freight trains.

The first scenario suggests just an improvement of existing rail tracks through the increasing of railway signalling number. Thus, the amount of trains per day can increase without the need of a new lane and noise barriers. In this case task is achieved with low costs.

The second option refers to the possibility to add a third track passing along the existing ones. Since this solution involves many towns, it implies the elimination of the numerous level crossings and the building of noise barriers.

A third scenario has been suggested by a set of academic workshops parallel to CODE24 sessions. This alternative moved the interest of some actors, so it can be assumed as a possible solution. It proposes the use of an existing but unused track that by-passes the Betuwe Lijne between Wesel and Oberhausen through the countryside. This deviation would connect the Betuwe Lijne with the port on Rhine of Wesel, which constitutes also an important waterline for freight transports towards Rotterdam and Berlin, too. Next, the proposals from the three teams will be assessed in an expert workshop on 13 April 2011 in Wesel.



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### Next Steps...

- The R&SET Tool (<http://v-tool.code-24.eu/code24.html>) will be extended with development scenarios. A first scenario will be the Wesel Case in April 2011. Further, a 5 minute video about the in-depth analysed areas along the corridor will be realised
  - Meeting of the Political Advisory Board (PAB) in Torino September 22, 2011
- SiTI - Istituto Superiore sui Sistemi Territoriali per l'Innovazione**



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Visit our website: [www.code-24.eu](http://www.code-24.eu)

## Corridor 24 Development Rotterdam-Genoa

The project 'CODE24' intends the interconnection of economic development, spatial, transport and ecological planning along the trans-European railway axis (TEN-T) no. 24 from Rotterdam to Genoa. CODE24 was approved under the Strategic Initiatives Framework of the INTERREG IVB NWE programme.



### Facts

<b>Programme:</b>	INTERREG IV B North-West Europe
<b>Duration:</b>	01/2010 – 12/2013
<b>Total Budget:</b>	6.696.755 € (48% ERDF Funding)

### Events

- **Transport Logistic 2011**  
10-13 May 2011, Munich / Germany
- **LogBW-Expertenworkshop**  
18 May 2011, Mannheim / Germany
- **Antwerp Rail freight Corridors Conference**  
27 June 2011, Antwerp / Belgium
- **14th Meeting of the EURO Group on Transportation**  
6 - 9 September 2011, Poznan / Poland

### Cooperation Partners:

