

One Corridor – One Strategy

Newsletter No. 2
December 2011



CODE24 meets in Italy

The festive opening of the Mobile Exhibition took place on September 22, 2011 on the occasion of the semi-annual project meeting.

The Mobile Exhibition – organised by PTV and hosted by SITI – was located at a special space within the “Officine Grandi Riparazioni”, a historical factory built between 1885 and 1895. It represents a particularly significant testimonial of Turin’s early industrial development.



The CODE24 partners in Turin/Italy

Ralph Schlusche, Director of the Rhine-Neckar Regional Association and Lead Partner, officially opened the exhibition. Afterwards the participants had the chance to visit the mobile stand to test the installation at the four working stations. These working stations provide visitors audio-visual applications on the corridor, i.e. the testing of noise models.

From September 2011 until December 2013 the Mobile Exhibition will be on tour at several locations along the corridor. The exhibition consists of different elements. Core elements of the exhibition are the four working stations which allow the visitor to explore independently the insights of the project. The working stations deal with the following topics: CODE24 common strategy, environment and living space, ports and terminals, and infrastructure and spatial planning.

The section “Common Strategy” highlights the project results, such as the Corridor Information System (CIS) or the Online Rail Spot Exchange.

The Corridor Info System is a web-based tool for supporting the sharing of strategic information. It serves as an overview of the development processes of infrastructure projects and highlights current issues which are immediately available through the use of Web-GIS tools. The CIS contains information on existing infrastructure and projects, data on passenger and freight transport, regional basic information, nature reserves, and maps strategic spatial development potentials.

The section “environment and living space” deals with the management of ecological compensation measures for major infrastructure projects and contains a noise simulator with which the user can test different noise reduction measures.

“Ports and Terminals” highlights the importance of hinterland connections and the economic importance of sea ports. The section “Infrastructure and Spatial Planning” deals with the realization of different development scenarios and with decision-making processes along the corridor. Furthermore, this section also gives attention to logistic clusters, their emergence and their location on corridor 24.

The Mobile Exhibition is completed by a lounge and a quiz game. The Mobile Exhibition will stop at several locations in Europe. For more information check: www.code-24.eu

“Insufficient investment demolishes the environment”

At the semiannual CODE24 meeting in Turin also a workshop of the Political Advisory Board took place.

The Political Advisory Board is a panel of politicians and experts. It provides a platform for discussion and exchange of opinions and helps to keep all members informed regularly on the achievements of the project CODE24. The idea is to enable the participants of this board to get in to contact to each other and to jointly promote the project.

In the session, Prof. Dr. Bernd Scholl (ETH Zurich) pointed out that corridor 24 as one of the most important European arteries for freight and passenger transport needs further investment in order to be able to fulfill the upcoming transport volumes. While the Port of Rotterdam and Switzerland invest immense amounts in the infrastructure despite the risk and the uncertainty of future development, there are still bottlenecks in the intermediate sections of corridor 24.

Successful implementation of major infrastructure projects needs acceptance by the people, thus communication about the importance of the corridor and its further development towards citizens and politicians is of particular significance. The increasing flows of goods, resulting especially from imports from Asia, cause an enormous challenge for smart planning taking into account also environmental effects. Prof. Scholl pointed out that insufficient investment would demolish the environment and emphasized the enormous potential for freight transport of the river Rhine.

Mobility Researchers at the 9th Regional Day in Karlsruhe

On 25 September 2011, the project CODE24 was presented at the Regional Day in Karlsruhe.

“Research and mobility” have a long lasting tradition in Karlsruhe. The Karlsruhe TechnologyRegion initiates the Regional Day since 2003. The event represents itself as display window of the region and offers the public each year in September the innovations and capacities of the region. Successful companies and research institutions present themselves as well as cultural and scenic highlights of the region.

Four CODE24 partners presented themselves at the 9th “Regionaltag” under the motto “Rich in Mobility – What is moving us” in the IHK-building: the Karlsruhe TechnologyRegion, the Middle Upper Rhine Region, PTV Planning Transport Vision AG and IHK Karlsruhe.

Besides more than 40 program items in 30 different locations of the region and numerous companies and research institutions, the CODE24 partners presented their first project results. As highlight of the day the Secretary of the State Dr. Gisela Splett of the ministry of traffic and infrastructure visited the CODE24 mobile stand.

During the opening reception of the “Regionaltag” at the IHK, the guest speakers mentioned important tasks in the field of mobility in the region that have to be approached in the near future. The project work of CODE24 represents a key component for a good traffic connection of the region.

The project considers and develops the traffic infrastructure as such, but even more intensively deals with interdisciplinary issues such as traffic noise, compensation measures, improvement of logistics infrastructure and sub-regional cooperation. The interdisciplinary cooperation in CODE24 becomes apparent in the different contributions of the mobile exhibition, presenting complex issues in a very comprehensive way to the visitors.

For example, the noise installation allows the visitors to experience the difference of a freight train with old brake technology on a bad track and a freight train with new technology on a good track. The onward passage of a container from the Rhine port in Karlsruhe allows interesting conclusions on how intermodality functions and how its implementation can look like.

A quiz game with attractive prizes animated the visitors to go through the mobile exhibition intensively, in search of the correct answers.

Second Regional Round Table in Karlsruhe

On 20 July 2011, the 2nd Regional Round Table took place in Karlsruhe. On invitation of the Karlsruhe TechnologyRegion, representatives of local authorities and companies out of the region came to discuss with the project partners.



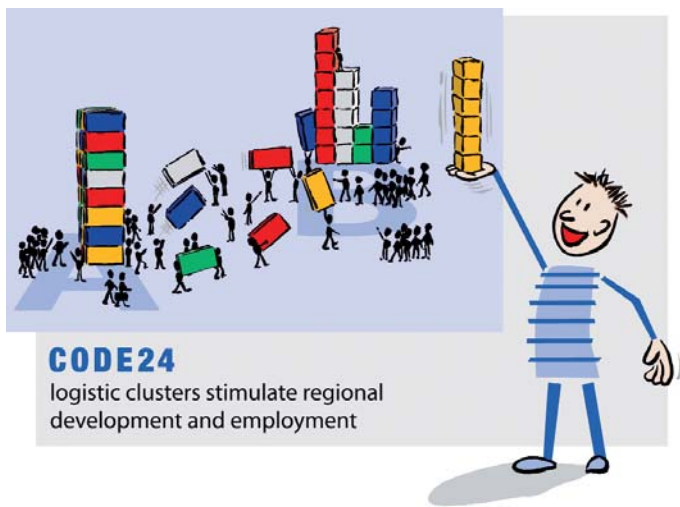
Interesting discussions at the second Regional Round Table

Main Topic of this meeting was the Work Package 3 – Increasing Regional Economic Benefits. In detail the participants discussed the costs and effects of bottlenecks along the corridor Rotterdam-Genoa to the Karlsruhe TechnologyRegion and the question of a logistic cluster Karlsruhe. In this context, first results of the CODE24 study on feasibility of such a cluster in the region Karlsruhe could be presented as well.

The next Regional Round Table in the Karlsruhe Technology Region will focus on Work Package 2 – Environmental Aspects and Noise Reduction.

Identification of regional logistic clusters

The interconnection of value added in networks is the common core of the logistic work. Although current discussions are characterized by buzzwords like “global logistics” or “international supply chain management”, in recent times the concept of regional networking and hence the concept of clusters gains relevance. The concept of logistic clusters gets special attention in the project CODE24.



As one of 15 partners, the Institute for Economic Geography, esp. Traffic and Transport Logistics is investigating the emergence, development and management of logistics clusters along corridor 24. The subject of the research covers all types of land transport.

The location attractiveness and the cluster potential of an area within the corridor depend upon how well the area is integrated into the transportation networks that cross the area. Particular attention needs to be paid on locations where the corridor 24 intersects with other corridors. Locations at these intersections would be assumed to be particularly interesting for logistics companies.

The University of Duisburg-Essen elaborated a report in which the general cluster theory is discussed and applied to identify logistic cluster on corridor 24.

The report goes along with the first of several case studies investigating Karlsruhe. The city of Karlsruhe lies at the intersection of two TEN-corridors and is therefore likely to show at least an agglomeration of logistics companies and institutions. A list of logistic companies along the corridor will be published end of 2011.

Noise is a core problem

It is intended in Workpackage 2 to develop measures to minimise the environmental impacts on the corridor and to develop innovative solutions for railway noise mitigation. Noise along the corridor is one of the core problems in this context. In a first step the toolbox “innovative noise protection” addresses experts, in a second step the public and political decision makers. The aim is to illustrate the discussion of noise problems in the decision-making phases.

Measures to reduce the effects of railway noise can be of planning, constructive or operative nature. They involve the railway equipment as well as the built-up area. Therefore, integrated noise reduction concepts require interdisciplinary cooperation in the field of vehicle manufacturing, infrastructure planning as well as regional and urban planning. Due to historical reasons and different regulations in the countries along the corridor, there is a variety of noise control measures. The aim of the workshop was to discuss the actual status in noise protection and infrastructure development along the corridor.

Experts from the Netherlands, Germany, Switzerland and Italy presented examples for already implemented or newly developed noise protection measures on rail tracks with a focus on freight traffic. Also, there was a discussion on the question, how a more efficient framework for noise protection measures can be developed and implemented in the future.

The discussion showed clearly that there are some common problems along the whole corridor to be solved: a number of different institutions is responsible for the rolling stock, the maintenance of the rail tracks and the building of infrastructure. This fact hinders integrated concepts. The foreseen increase of freight traffic causes problems regarding acceptance along the corridor, especially when there are no improvements in rolling stock. The cooperation between local and regional authorities and the railway companies is difficult. Differences showed up in the ways these problems are tried to be solved in the different countries. Some very short examples: In the Netherlands, there are more possibilities to implement a noise optimized operating program as a part of a noise protection concept; in Germany, there are high expenses in noise protection walls; Switzerland was successful in improving the existing rolling stock; in Italy, railway noise up to now is discussed more in the context of high speed passenger transport.

The workshop was a first possibility for a broad exchange of information and experiences on noise protection measures („common knowledge“) within the toolbox “innovative noise protection“.



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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.



Cooperation Partners:



Facts

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

Events

- **1. Deutsche Nachhaltigkeitskonferenz der Logistik (1. German conference on sustainability in logistics)**
7 December 2011, Hamburg/Germany
- **Project Presentation: Neujahrsempfang des Oberbürgermeisters der Stadt Mannheim (New Year Reception of the Mayor of Mannheim)**
6 January 2012, Mannheim/Germany
- **Conference Key Developments in the Port and Maritime Sector**
21-22 May 2012, Antwerp/Belgium