

BESTFACT BEST PRACTICE CASE QUICK INFO GREEN LOGISTICS & CO-MODALITY

N° 2-075

NAME OF CASE

Regionalization and privatization of the railway line "Traisental"

Key Words:

Access to transport networks, infrastructure and nodes, Freight consolidation and transshipment, Communication between authorities: cooperation, procedures, legal frameworks, Communication between businesses and authorities: coordination, consultation, Business models: new form of ownership, risk management, Innovative operational solutions, Infrastructure financing: taxation, user charges, PPP, Environmental standards and policy

Case logo or picture



Description

A regional initiative in cooperation with the industry and the federal state was founded to evaluate the potential of the railway line. Various alternative operator scenarios were evaluated. A model for the regionalization of the railway infrastructure was developed.

Within a one year process the railway line was taken over from a public infrastructure to a private railway feeder line.

Benefits

- Sunk costs can be avoided by using existing railway infrastructure in an alternative way.
- The regional producers can further serve and expand their markets.
- Services, especially maintenance and operation of the infrastructure have been organized in a cooperative way together with the regional districts.
- The solution avoids about 4.000 trips of heavy goods vehicles and saved around 1.000 tons of CO2 emissions per year.

Success factors

The main success factor was in the cooperation and communication between all involved parties. A "stakeholder process" has been established, discussing and presenting all developments and options to all partners. All major decisions were done consensual by all stakeholders. The process was accompanied by regional government and a "steering committee". A neutral project management had been set up to implement the solution according to the needs of all partners

Supported strategic targets

Ideal utilisation of infrastructure, Competitive logistics and transport system, Increased efficiency / productivity of logistics processes, Minimization of financial risks, Increased competitiveness, Image, Limited climate change, Reduced emissions, Conservation of resources

Starting point/objectives/motivation:

A 17 km long railway line was supposed to be closed down, due to the restructuring process of the national public railway infrastructure.

On this railway line 5 companies are situated with their private feeder lines, furthermore there are 2 public freight yards mainly for loading round timber. The closure of the railway line would have caused about 100.000 tons per year to be shifted on road.

The main barriers were the operational implementation of a new regional infrastructure company and the constitution of an agreement with the rail transport company to secure the further transportation service within the new infrastructure constellation.

The main technical innovation is in the organization of the interface between public railway infrastructure and private railway infrastructure in order to follow all legal formalities but not hindering the operational processes.

Solution

The new regional infrastructure company was found as a limited liability company owned by 10 regional communities and supported by the federal state. An implementation agreement was set-up with the rail transport company to continue all transportation processes so that clients would not suffer from any disadvantages. Furthermore a cost-sharing-model was established which foresees a contribution to each wagon from the clients.



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Case description (cont.):

The main motivation of the project was the demand of the industry to have the railway available as an efficient, economical and ecological transport solution.

The second driver was the regional population which was afraid of rising road traffic, congestions and emissions. The local authorities supported very ambitious this implementation of a solution of "inter-modal transport" and "green logistics" with a railway concept.

Case description (cont.):

The project "Traisenal" was evaluated as a "lighthouse project for regional logistics and branch solutions" and offers best-practice models for other railway lines that are supposed to be regionalized.

The case shows new and innovative organizational, legal and technical solutions, it is successfully implemented and transferable to other regions.

More information:

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Transport mode or supply chain elements

- Heavy rail

Main actors involved

- Regional Cluster Management for Logistics
- Federal state
- Regional departments
- Local Industry
- Wood processing industry
- Consulting Partners
- Civil Engineers
- Funding Organisations

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