

## **CORCAP – Capitalisation of TEN-T corridors for regional development and logistics**

Initiative for a cooperation project strengthening regional development  
and logistics along the TEN-T corridor Orient/East-Med

### **■ Project idea**

The TEN-T corridor Orient/East-Med connects Central and South-East Europe. A crucial bottleneck of emerging relevance is the Dresden-Prague section, which needs to be extended by a new railway line to improve the connectivity between German seaports and destinations in particular in the Czech Republic, Slovakia and Hungary.

To capitalise the opportunities of the infrastructure investment for multi-modal environmentally friendly freight, the Free State of Saxony teamed up with partners from Germany, the Czech Republic, Slovakia and Hungary. Realising activities aimed at better coordination among stakeholders in the field of transport and spatial planning, the partners will contribute to the creation of an environment for more efficient rail freight in Central Europe.

The project focuses on the following aspects:

- Development of strategic plans for the use of corridor effects ("Corridor Capitalisation Plans")
- Strengthening of (logistic) locations
- Strengthening (and developing) of transport offers

### **■ Project approach**

To achieve the objectives of the project the partners will develop "Corridor Capitalisation Plans" to facilitate the interaction of regional development and transport infrastructure development. These plans, which will have a planning horizon corresponding to the perspective of realisation of the new railway line Dresden-Prague, will demonstrate how an intensively used corridor affects regional development and logistics, and which contributions made on regional level will strengthen the corridor and its functionality.

From a technical point of view, the following issues and aspects need to be considered and investigated during the elaboration of "Corridor Capitalisation Plans":

- National and regional spatial development plans and strategies,
- regional logistics strategies, strategies for the development of selected locations, taking into account aspects of spatial planning and regional development policies,
- strategies for the improvement of the accessibility of urban nodes,
- investigations of cross-border transport and demand potentials,
- investigations of technical and organisational solutions that strengthen rail freight transport in the competition of regions.

Possible technical and organisational solutions include e.g. the interconnection of continental and maritime transport chains, the creation of mixed trains from combined and wagonload

traffic through the networking of rail-road terminals in freight villages (GVZ) and ports with railports and the use of innovative rail/road transshipment systems.

As informal instrument, “Corridor Capitalisation Plans” address existing planning levels and instruments in the field of transport and logistics, regional development and spatial planning on local, regional, national and transnational (partly macro-regional) level, thus contributing to multi-level governance.

## ■ Spatial focus

Within the project "Corridor Capitalisation Plans" are to be developed along selected cross-border sections of the Orient/East-Med corridor, which are of particular relevance due to their bridging and linking functions. With this regard, the following cross-border sections and border areas will be in the focus of attention:

- D-CZ: Dresden-Prague; related focus areas: Free State of Saxony, Ústí Region
- AT-CZ-SK: Brno-Vienna/Bratislava; related focus areas: South Moravian Region, Bratislava Region
- AT-SK-HU: Vienna/Bratislava-Budapest; related focus areas: Győr-Sopron-Burgenland Region, Bratislava Region, Budapest Region

Additionally, the border areas PL-CZ-SK and AT-SI-IT will be considered due to their linkages with the Baltic-Adriatic corridor and the Rhine-Danube corridor and to capitalise on the results of the previous and current CENTRAL EUROPE projects BATCo and TRANS TRITIA.

**Figure 1: Border areas for the elaboration of “Corridor Capitalisation Plans” (focus areas)**



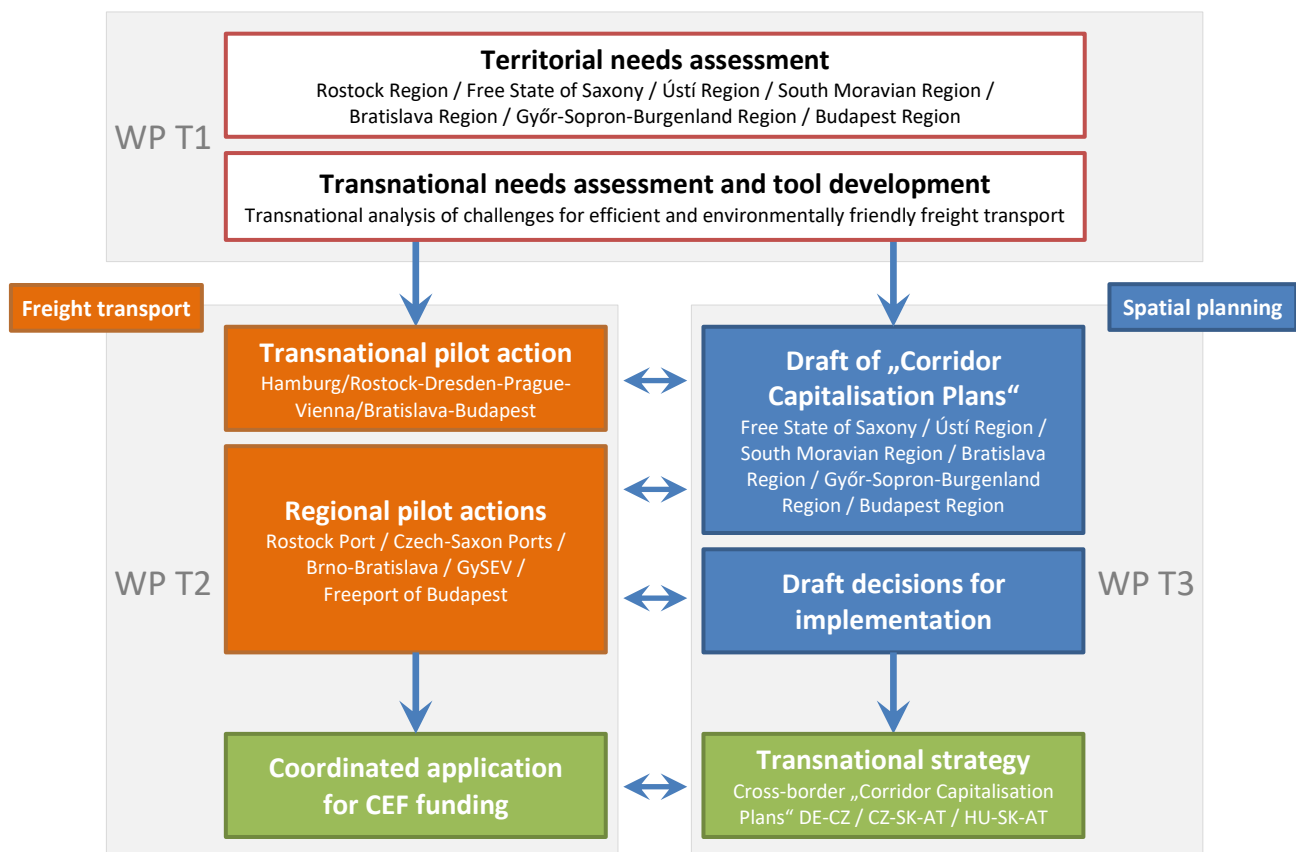
Map source: © SMWA

## ■ Work plan and outputs

In the result of activities, “Corridor Capitalisation Plans” will improve the embedding of the corridor in strategies for regional and spatial development in participating regions, and local, regional and national public authorities will be better prepared for successful capitalisation of foreseeable improvements of multimodal accessibility.

Additionally, to demonstrate the short-term benefits of better accessibility and connectivity and to underline the added value of the strategic infrastructure investment, practical steps towards more sustainable freight transport will be taken through complementary and innovative activities aimed at the improvement of the connectivity of intermodal hubs and inland ports, the development of logistics locations, the investigation of new intermodal services considering innovative technical and organisational solutions and the realisation of pilot actions, delivering tangible benefits for more efficient freight transport.

**Figure 2: Output logic**



As a result of project work, proposals for solutions and recommendations for action in the catchment area of the Orient/East-Med corridor are expected to contribute to economic activation and cross-border networking, as well as to the strengthening of low-emission and environmentally friendly transport modes.

## ■ Partnership

To achieve the aims of the project the partnership will use existing networks and contacts between stakeholders, e.g. among associations of intermodal hubs, inland ports and freight villages as well as partnerships between institutions of spatial planning and spatial research in the participating countries.

The following institutions will be actively involved in project implementation:

	Germany	Czech Republic	Slovakia	Austria	Hungary
<b>Partners</b>	SMI Saxon State Ministry of the Interior (LP) SBO Saxon Inland Ports Upper Elbe Rostock Port	Ústí Region KORDIS JMK	IPP Institute of Spatial Planning		KTI Institute for Transport Sciences BSZL Freeport of Budapest Logistics
	New railway line Dresden-Prague EGTC *			GySEV Győr-Sopron-Ebenfurth Railway	
<b>Associated partners</b>	Saxon Switzerland-Eastern Ore Mountains District Association of German Freight Villages ARL Academy for Spatial Research and Planning Metropolitan Region Central Germany	MMR Ministry of Regional Development MDČR Ministry of Transport ŽESNAD Association of Rail Freight Carriers ÚÚR Institute of Spatial Development	Bratislava Self-Governing Region Nitra Self-Governing Region		

\* Members: SMWA Saxon State Ministry for Economic Affairs, Labour and Transport, MDČR Ministry of Transport, Ústí Region, Saxon Switzerland-Eastern Ore Mountains District

## ■ Duration and budget

36 months (01/2019 – 12/2021), 2.7 million EUR

## ■ Contact and further information

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