Newsletter

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Methodology of RAILHUC Impact Assessment

Eleven cities[1] in the Central Europe (CE), that are located on the T-TEN network, have important rail hubs for passengers transport and multimodal integration. The high speed connections and the main intercity lines among these rail hubs in CE are being upgraded, especially through the definition of organizational models, harmonized strategies and policy actions. These improvements will, in a near future, produce certain outputs and outcomes. What are these expected impacts?

The Work Package 6 of RAILHUC Project aims at assessing the impact of the devised measures. These measures of intervention, proposed within RAILHUC, are of three kinds: governance, infrastructures, services.

Assessment of their impact has been carried out both in qualitative and in quantitative terms.

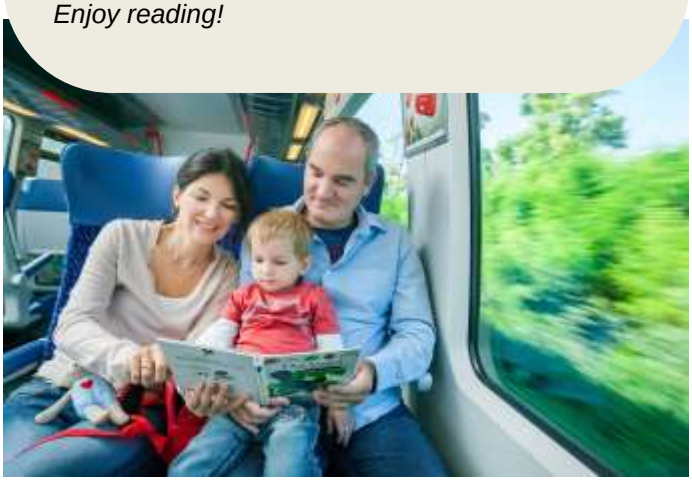
According to the sustainable approaches proposed in the scientific literature, the impacts of each measure is analyzed in economic, social and environmental terms. RAILHUC contributes to the economic dimension of the sustainability through the Lisbon goals: supporting the competitiveness of all European economic operators (included the transport and logistics ones), improving the interconnectivity among the Central Europe cities and regions also through a balanced economic growth. The classical indicator is the growth of GDP, and the transport contribution

Dear Reader,

It is a pleasure to present to you the 4th RAILHUC newsletter with current information on the Interreg CENTRAL EUROPE project "Railway Hub Cities and TEN-T network".

Having elaborated thorough analyses using methods of traffic modelling and having designed detailled scenarios – both investment and non-investment ones – for development of regional and long-distance railway transport in the hubs and their surroundings, the RAILHUC project is now coming into its closing phase: evaluation of the impact of the proposed interventions.

Enjoy reading!



[1] **Reggio Emilia** (the capital of the Emilia-Romagna region in Italy), **Brno** (the capital of the South Moravia Region in the Czech Republic), **Havlíčkův Brod** (the Vysočina Region in the Czech Republic), **Jihlava** (the capital of the Vysočina Region in the Czech Republic), **Győr** (the capital of the Győr-Moson-Sopron county in Western Transdanubia Region of Hungary), **Venice** (the capital of the Veneto region in Italy), **Bratislava** (the capital of the Bratislava region in Slovakia), **Žilina** (the capital of rhe Žilina region in Slovakia), **Ljubljana** (in the Central Slovenia Statistical Region, the capital and largest city of Slovenia), **Erfurt** (the capital of the Thuringia federal state in Germany), **Dresden** (the capital of the Saxony federal state in Germany), **Halle Saale** (the Saxony-Anhalt federal state in Germany), **Leipzig** (the Saxony federal state in Germany).

to creation of GDP. RAILHUC has also relevant social contributions. For the social dimension of sustainability, the classical indicator is creation of employment, but also the disposal income of the households is relevant. Furthermore, RAILHUC contributes to the European strategy of sustainability based on Gothenburg goals and sustains a more ecologic efficient transport system, which is able to reduce transport environmental external costs (congestion, pollution, road accidents, etc.).

The expected impacts of the intervention design in each hub have been analyzed at four levels: local, regional, national and transnational. The impacts at local level are studied by each Partner involved in the RAILHUC Project, and presented in specific outputs of the WP 6. In summary, three kinds of impacts are contemplated:

- impact on the socio-economic systems (production, GDP, employment, etc.);
- impact on the environment dimension (saving of pollutants);
- impact on the transport systems (the four-stage model).

Source: Emilia-Romagna Region, Railhuc Output 6.1.2 Impact Assessment Report

Photo: Harald Eisenberger (ÖBB)

Results of impact assessment

Current daily train passengers of the RAILHUC Hubs are about 441.000, while the daily bus passengers are about 105.000. Bus and train daily passengers are almost 546.000, equivalent to about 156 million per year.

In synthesis, the regional economic impacts of RAILHUC Project on the devised future measures are:

Σ of RAILHUC hubs	**At present (2013)**	**Foreseen (2020)**	**delta**
Nr. of passengers *per year*	156 milion	180 milion	+15 %
Revenues in € - *sold tickets and subscriptions*	544 milion	634 milion	+16 %
Production in € - *in all economic sectors*	1.125 milion	1.315 milion	+16 %
Employment - *in all economic sectors*	10.435	12.258	+18 %

The output multiplier of the rail hubs **2,07**, namely investing 1 euro in the rail hubs produces 2 euros of total production for the rail hubs operators and their suppliers and sub-contractors.

NEEDED RESOURCES	**€**	**employees**
Interventions design accomplishment	3.400 million	85.000 (temporary)

In synthesis, the transnational economic impacts of RAILHUC Project are described in terms of **output** and **employment**. The total economic transnational effects in terms of production (or output) are about € 383 million at current time. These effects are a part of the production effects analysed for each one of the 11 rail hubs in the 10 regions of RAILHUC (€ 1.125 million). In a future scenario, these effects will increase, but just by 1% (year

2020). The total transnational effects of employment are about 1.923 employees in firms located outside of the 10 regions of the rail hubs and that supply goods and services to rail hubs operators, at current time (16% in a future scenario).

As for the transnational transport impacts, in most cases the rail routes analysed in the rail hubs are regional with average length of about 53 km. The transport demand of the 11 Hubs of RAILHUC Project on average is relatively **inelastic to ticket price**, and to the **distance**. If the ticket price increases by 1%, the passengers decrease by -0,3%. Other factors affect the consumption choices of passengers, such as the level of service, the quality of transport, the reliability of service, the supply by operators of enhanced rail routes.

Concerning the environmental impacts, the estimated number of new daily passengers would be about 84.000 (+15%). If these people will use the train or bus instead of the car, they will allow a **significant reduction of pollutants**, as follows: -64% of carbo dioxide, -76% of particulate matter, -60% of nitrogen oxides, -63% of non-methane hydrocarbons.

Contact: Fondazione ITL, Bologna (on behalf of Emilia-Romagna Region), e-mail: bologna@fondazioneitl.org, http://www.fondazioneitl.org/

Site visit of Reggio Emilia AV Mediopadana

At the occasion of the RAILHUC final conference, held in Bologna in October 2014, the Emilia-Romagna Region as the project Lead partner offered a guided tour of the developing *Bologna Centrale* railway station (underground) and of the brand new station *Reggio Emilia AV Mediopadana*.

The Mediopadana station, a stop for selected high-speed trains, lies at the high-speed track connecting Milan, Bologna, Florence, Rome, Naples and Salerno. It is located by the A1 motorway on the northern outskirts of Reggio Emilia, which enables comfortable link of the station to road network. Regular bus links and the regional railway line Reggio Emilia – Guastalla (Tper) are operated to ensure connection between the station and the city.

Within easy reach of the Mediopadana station (max. 60 minutes by car), in vicinity of cities such as Parma or Modena, live 2 million potential users of the high-speed railway. As an example, a trip from Mediopadana to the Italian capital Rome by rail would take them less than 2,5 hours.

The implementation of the High Speed railway station in Reggio Emilia has represented, thanks to the agreement between TAV (special purpose entity for the planning and construction of a high-speed rail in Italy) and the local governments, the chance to improve and plan the infrastructures of the northern side of the Reggio Emilia city, where are some urban attractions already: the Fair district, the stadium and the biggest production district of the city. The invitation to plan an intervention on an urban scale, well integrated in the subdivided Mancasale's area, has been accepted by the famous Spanish architect Santiago Calatrava, who has introduced a full proposal of urban rearrangement with the project of the station. The work by Calatrava has already been well-known on rail. Among else, he has designed the railway station *Lisboa-Oriente* in the Portuguese capital.

Contact: Mr. Paolo Ferrecchi, www.regione.emilia-romagna.it

RAILHUC headed off to Brussels

On 4 December 2014, the enchanting Advent Brussels hosted a joint workshop of RAILHUC (OP Central Europe) and RAIL4SEE (OP South-East Europe) projects with representatives of the European Commission, under the title "*Rail infrastructure and services: policies, passengers´ needs and future actions*".

As a follow-up of the final conference in Bologna in October 2014, the aim was to promote the two projects towards stakeholders from the European institutions, making the project achievements and key results well-known at EU policy level.

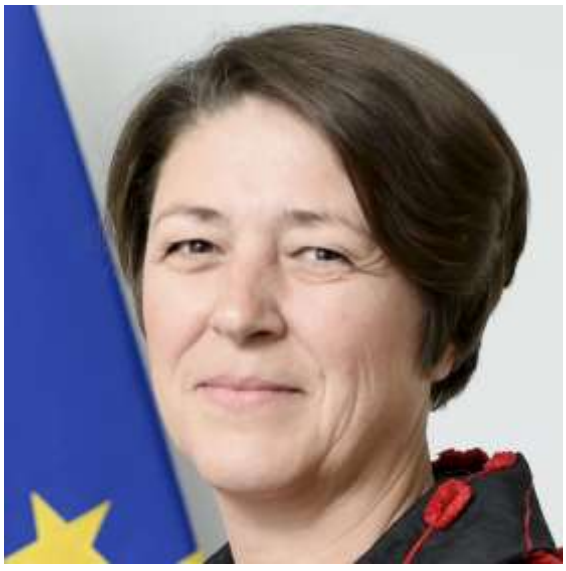
Attended by representatives of the European Commission, DG Regio and DG Mobility/Transport, and other honoured guests, the event offered also a great occasion to discuss the new TEN-T policy and investment priorities for railway transport in the forthcoming programming period, including financement options through EU structural funds, the CEF tool or the financial instruments.

Violeta Bulc, new European Commissioner for Transport

Violeta Bulc is a Slovenian entrepreneur and politician who has served as European Commissioner for Transport and Mobility since 1 November 2014.

Bulc has been acting as a Minister without Portfolio responsible for Development, Strategic Projects and Cohesion since 19 September 2014 until 1 November 2014 in the centre-left Cabinet of Miro Cerar.

On 10 October 2014, the Slovenian government announced that Bulc is going to be Slovenia's nominee for the position of the European Commissioner on the Juncker Commission, replacing Alenka Bratušek. After a successful confirmation hearing in front of the European Parliament's Committee on Transport and Tourism, Bulc was assigned with the European Union transport portfolio.



Biography:

- 2014 to present: European Commissioner for Mobility and Transport
- 2014: Deputy Prime Minister, Minister Responsible for Development, Strategic Projects and Cohesion, Government of Slovenia
- 2013-2014: Chief of the Program Committee of the SMC Party, Slovenia
- 2000-2014: CEO of Vibacom Ltd, Sustainable Strategies and Innovation Ecosystems
- 1999-2000: Vice-President, Telemach Ltd, telecommunications provider
- 1997-1999: Director of Carrier Business, Telekom Slovenia

- 1994–1997: Manager of Institutional Traffic, Telekom Slovenia
- 1991-1994: Expert for wide area networks performance analyses, Dhl Systems, Burlingame, California, USA
- Bachelor's degree in Computer Science and Informatics, Faculty of Electrical Engineering, University of Ljubljana, Slovenia
- Born: 24 January 1964, Ljubljana, Yugoslavia (now Slovenia)

From Violeta Bulc´s speech: Investment Plan for Europe: what are the investment needs for transport?

The investment needs in transport are huge: according to studies conducted on the 9 European corridors, more than 75 billion euros of investment is needed every year, just on the Corridors which are part of the TEN-T network.

Firstly, investments needs are particularly high for the cleaner modes of transport — rail and inland waterways — where missing links and bottlenecks must be solved, notably at the borders, in order to have a unified and more efficient transport system.

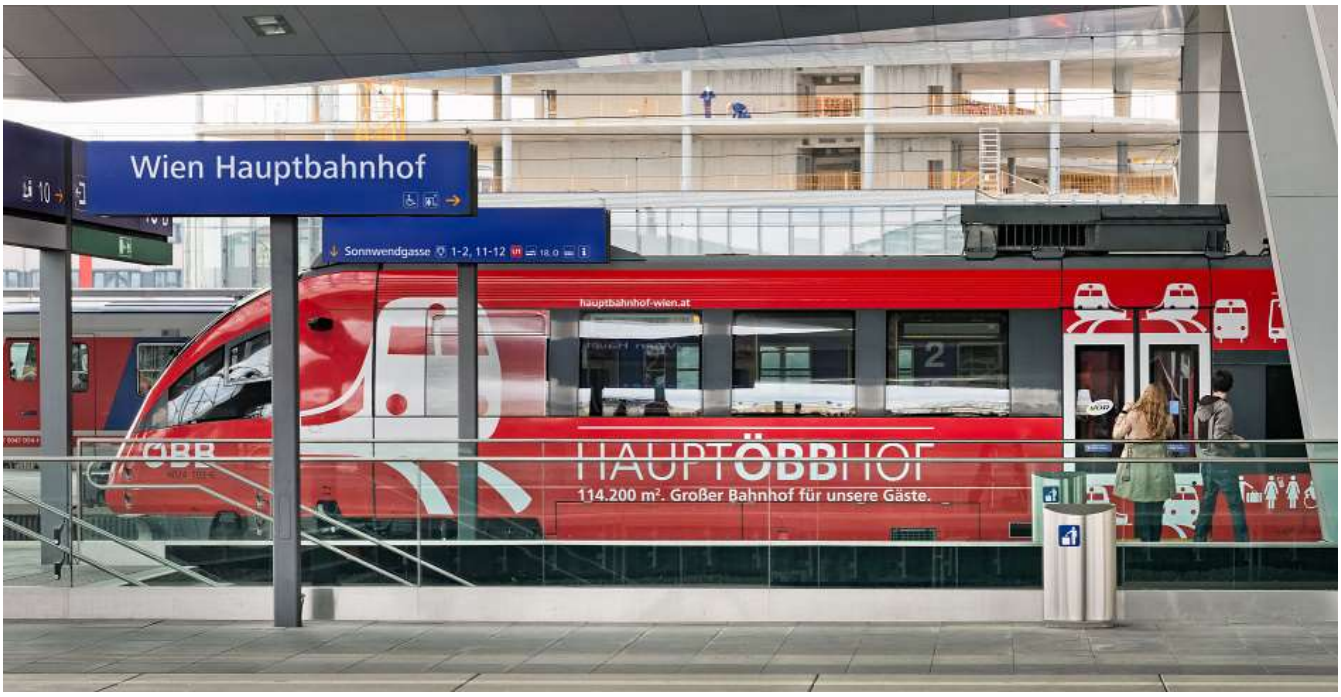
Source: Wikipedia http://en.wikipedia.org/wiki/Violeta_Bulc; European Commission http://ec.europa.eu/commission/2014-2019/bulc_en; http://europa.eu/rapid/press-release_SPEECH-14-2280_en.htm

What is new on rail in the Central Europe area

As every year, at the second December night from Saturday to Sunday, a new timetable for the whole Europe is coming into force. It is a kind of New Year´s Eve on rail. And what is the New railway year bringing to tracks in the Central Europe area?

- Withdrawal of the Paris - Berlin/Munich/Hamburg City Night Line sleeper.
- Withdrawal of all City Night Line sleepers to or from Copenhagen (from/to Prague/Amsterdam/Basel; this is actually happening earlier, around 1 November).
- Amsterdam/Cologne to Warsaw/Prague CNL/EN will start at Oberhausen via Cologne, and will no longer start from Amsterdam.
- New Vienna to Belgrade daytime train starts.
- Second Budapest-Belgrade daytime train reinstated.
- New EuroNight sleeper train to be introduced from Budapest to Sofia, details to be confirmed.
- Withdrawal of the direct EuroCity train from Budapest via Bratislava to Warsaw. This train is going to be replaced by a support train on the link Budapest-Bratislava-Prague-Dresden-Berlin and also by a restored EuroCity connection Prague-Warsaw.

- The direct EuroCity trains from Hamburg and Berlin to Vienna, which are now routed via the Czech Republic, are going to finish in Prague, including the memorable express Vindobona.



- Vienna-Prague EuroCity trains become new Czech Railjets with faster schedules, just 4h11 instead of 4h50.
- The Czech open-access carriers RegioJet and Leo Express are opening new commercial railway lines Prague-Zilina-Kosice (SK). The national carrier Czech Railways means to compete with them, setting into operation innovative tilting trains Pendolino.
- The private carrier RegioJet is going to operate – on commercial open-access basis – the line Bratislava-Zilina-Kosice (SK), side by side with fast trains and InterCity expresses of the ZSSK – Slovak Railway Company.
- The existing Cologne-Vienna EuroNight sleeper are going to start from Dusseldorf (but still serve Cologne) and to carry cars as well as passengers.
- The Vienna-Venice EuroNight sleeper is going to use Vienna Hauptbahnhof & Meidling, not the Westbahnhof and many other trains including Vienna-Prague trains, the Vienna-Venice day train and Railjets on the Salzburg-Budapest artery are going to use the new Vienna Hauptbahnhof.
- Budapest-Moscow Tisza withdrawn, but new Budapest-Lviv-Kiev connection, by day train between Budapest and Lviv.

Source: The Man in Seat Sixty-One http://www.seat61.com/news.htm; Timetables

Photo: Harald Eisenberger (ÖBB)