

## FREIGHT AND LOGISTICS ADVANCEMENT IN CENTRAL/SOUTH-EAST EUROPE - PROJECT FLAVIA

### PODPORA ROZVOJE NÁKLADNÍ DOPRAVY VE STŘEDNÍ/JIHOVÝCHODNÍ EVROPĚ - PROJEKT FLAVIA

Petr Nachtigall, Jaromír Široký<sup>1</sup>

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*Summary: This paper informs about beginning of a new project supported by EU which concerns on latent reserves of intermodal transport in transport axis Germany – Black Sea.*

*Key words: EU, project, FLAVIA, intermodal transport, modal shift*

*Anotace: Příspěvek informuje o začátku nového projektu, podporovaného EU, který se zaměřuje na odhalení skrytých rezerv ve využívání kombinované dopravy v oblasti osy Německo – Černé moře.*

*Klíčová slova: EU, projekt, FLAVIA, kombinovaná doprava, změna druhu dopravy*

#### 1. PARTNERS

FLAVIA is a shortcut of Freight and Logistics Advancement in Central/South-East Europe - Validation of trade and transport processes, Implementation of improvement actions and Application of co-coordinated structures and has 15 partners from 7 countries including Czech Republic. Main objectives of FLAVIA are:

- Modal split of rail and inland waterway dropped down despite of increased volumes
- Increasing road congestions
- Big delays of freight trains at border crossings
- Obsolete terminal technique
- Mental barriers of market players against intermodal transport

#### 2. TARGET

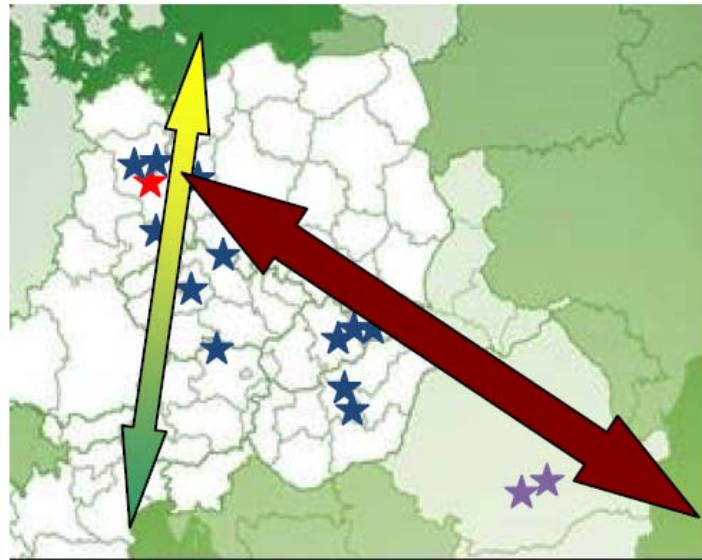
Intermodal freight transport connections from Central Europe (CE) towards South-East European (SEEC) and Black Sea countries are insufficient but urgently needed for more and efficient import and export. A lot of potential trade partners as well as large amounts of natural resources, like oil, copper and gas, exist in the Black Sea area and blond along

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<sup>1</sup> Ing. Petr Nachtigall, Ph.D., University of Pardubice, Jan Perner Transport Faculty, Department of Transport Technology and Control, Studentská 95, 532 10 Pardubice, Czech Republic, Tel.: +420 46 603 6462, E-mail: [petr.nachtigall@upce.cz](mailto:petr.nachtigall@upce.cz)

doc. Ing. Jaromír Široký, Ph.D., University of Pardubice, Jan Perner Transport Faculty, Department of Transport Technology and Control, Studentská 95, 532 10 Pardubice, Czech Republic, Tel.: +420 46 603 6199, E-mail: [jaromir.siroky@upce.cz](mailto:jaromir.siroky@upce.cz)

the TRACEA (Transport Corridor Europe-Caucasus-Asia). Analyses of successfully implemented INTERREG projects (ECO4LOG and INTERIM) have shown different problems of intermodal terminals, market players and cross border procedures. Therefore the idea of the proposed project FLAVIA is to establish intermodal cooperation and to develop the logistic corridor from Central to South-East Europe. This will be done in co-operation with the transport axis projects SoNorA and SCANDRIA.



Source: FLAVIA

Fig. 1 - Development axis; green/yellow SoNorA and SCANDRIA, dark red FLAVIA (blue stars are FLAVIA partners)

### 3. ACTIVITIES

The FLAVIA logistic corridor project involves partners from Austria, the Czech Republic, Germany, Hungary, Poland, Romania and Slovakia. Improving logistic flows among the involved regions will contribute to the integration of markets in the enlarged European Union. Furthermore, the reduction of barriers in the intermodal logistic flows will result in a stronger integration of the new member and candidate countries into the EU. To enhance the competitiveness of the involved regions it is planned, among other things, to support the harbour development at the Black Sea as an alternative to the Adriatic harbours for Central European overseas trade and to foster the intermodal transport infrastructure for a “greener” logistic. Main activities in terms of work packages are:

- **WP3 (Trade and transport between CE and SEEC)** will consider logistic flows and chains, network and organisational barriers, security aspects and finally visualise bottlenecks in an IT tool.
- **WP4 (Quality and efficiency increasing of logistic chains)** will transfer best practice in rail and inland waterways transport, elaborate action plans for logistics to remove bottlenecks, elaborate concepts for intermodal security and efficiency and establish institutional pro-rail and intermodal terminal alliances.
- **In WP5 (Capacity building and pre-feasibility studies)** 10 pre-feasibility studies will be carried out to support inter- / multimodal goods transport in the FLAVIA logistic corridor.

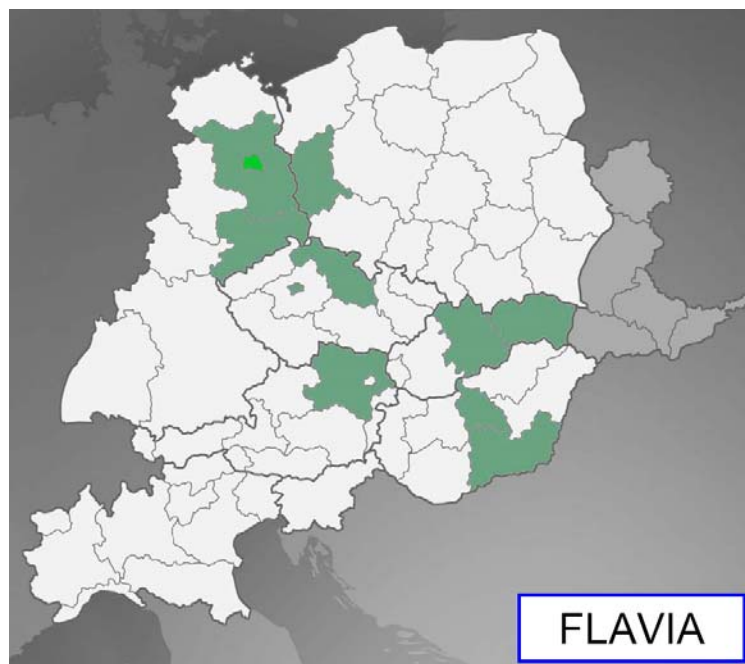
The related investments will improve the accessibility of the involved regions drastically in terms of intermodal transport, unburden the congested roads and contribute to the ecological aims of the regions. All studies will be based on environmental performance evaluation methods and consider the aims of "green logistics".

- But the Southern endpoint of the FLAVIA corridor in Romania also does not mark the final destination of the considered logistic flows and channels. Therefore in **WP6** an extension of the corridor is foreseen towards the Black Sea bordering and TRACECA countries. Main goal of the extension process is the establishment of cooperation structures in the fields of trade and transport.

Tab. 1 - Work Package

Work Package	Leader
WP1 – Management	Technical University of Applied Sciences Wildau (LP)
WP2 – Communication, Knowledge Management, Dissemination	Hungarian Logistics Association (PP14)
WP3 – Trade and transport CE and South-East Europe	Institute of Logistics and Warehousing (PP9)
WP4 – quality and efficiency increasing of logistic chains	Upper Austrian UAS – Logistikum (PP8)
WP5 – capacity building and pre-feasibility studies	Technical University of Kosice (Prešov) (PP12)
WP6 – extending of cooperation structures to the Black Sea bordering and TRACECA countries	Ministry of Economy of the Federal State Brandenburg (PP4)

Source: FLAVIA



Source: FLAVIA

Fig. 2 - The Partnership of the project FLAVIA

#### 4. OBJECTIVES

The project intends not to develop a new “spatial planning corridor” or a specific road or rail connection. The approach of the project is logistic process oriented with the aim to improve intermodal cargo flows instead of the building of new infrastructure. This can avoid or concentrate investment funds. Through the logistical approach and instruments being used (like e.g. benchmarking, accessibility analyses, running time and bottleneck analyses, implementation of quality standards) new and innovative measures for a better interconnectivity of the regions will be developed and implemented. Also the exchange of knowledge and the promotion of best-practice are elements of the project.

Main aims of the project are:

- To improve transport processes by contacting and convincing decision makers;
- To encourage actors in transport to shift goods from road to rail;
- To improve the knowledge of people about intermodal transport;
- A research of strengthening new ways of intermodal transport;
- To get the right message to the right target groups.

#### 5. CONCLUSION

FLAVIA will bring together experienced stakeholders in the field of new intermodal transport services to develop trans-national action plans, concepts and suggestions. Key stakeholders from the whole FLAVIA corridor with logistic background will support the objectives of the project as associated partners. Together they build a triple helix of logistics knowledge competence, government and inter-/multimodal transport industry. All integrated actors are interested in an increased accessibility of the regions and improved trade and transport relations along the FLAVIA corridor.

#### 6. ACKNOWLEDGEMENT

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