

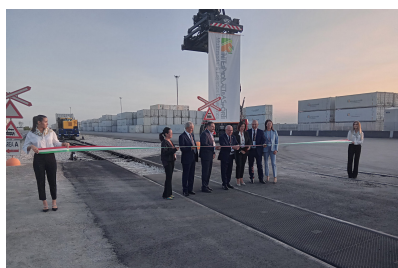
## Project Newsletter #3



Rail4Regions is an Interreg Central Europe project aiming at improving the access to the European rail freight networks. Twelve project partners develop solutions to optimise regional rail lines and access points and create action plans to encourage the uptake of their solutions in regional development plans.

[Learn more](#)

### In Italy, an abandoned siding reopened as an intermodal hub



Pictures above show the operations and the inauguration of the intermodal hub; (c) Provincia di Novara

An industrial siding abandoned for years on the outskirts of Novara has been recovered and reopened by Intermodaltrasporti, a transport company with a strong focus on intermodality, and officially inaugurated in late August 2023. The company, which manages a high volume of traffic to Northern Europe, identified Novara's location as the most suitable as a new hub for its traffic. The siding is connected to the Novara-Biella secondary line, scheduled to be electrified by September 2024. Access to the motorway network is just 2 km away. Intermodaltrasporti has built a logistics facility with warehouses, large yards, 7 tracks in 2 groups for train service, with a total area of more than 300,000 m<sup>2</sup>. The terminal can deal both combined and SWL transports. When fully completed in 2025, the terminal will be able to receive 25 pairs of trains per week. The terminal currently serves company trains to France and Germany and container trains to the ports of Genoa and La Spezia, and much more is planned.

The regional location agency LCA Logistik Center Austria Süd GmbH (LCAS) has been established in May 2017 and serves as an operative unit for the targeted promotion and development of the logistics location Carinthia, especially of the logistics hub Fürnitz/Villach, and supports all kinds of cooperation projects with local or international companies, regions and other interested parties. The public agency is 100% owned by the public sector: 50% ÖBB and 50% State of Carinthia.

As the regional location agency of the only logistics hub with an international orientation in Carinthia, LCAS is the first point of contact for domestic and foreign companies, startups and real estate investors, who want to establish a company at the logistics hub Fuernitz and Carinthia or just want to make use of the infrastructure offered by the on-site intermodal cargo terminal – which is run by ÖBB. In the sense of a one-stop-shop, companies, startups and investors are comprehensively and competently supported throughout the entire settlement or expansion process. They are also guided from the idea of the project through to the successful establishment of the company. In addition to many years of experience, market knowledge and strong networks in various fields, LCAS scores points in a wide range of industries with its excellent language skills. After successful completion of the project, companies will continue to be supported and advised, e.g. regarding expansion activities.

LCAS has set itself the goal of supporting modal shift activities from trucks to rail while taking into account existing potential and infrastructure. In particular, the Rail4Regions project focuses on the issue of reactivating branch lines and connecting lines. LCAS brings three use cases into the project that have the potential for a shift to rail. The task in the project is, among other things, the development of a guideline for the reactivation of branch lines.

Visit LCAS' [website](#) for more.

## Meet our partners: LCA Süd (Austria)



**LOGISTIK CENTER**  
Austria Süd



Photo credit: ÖBB|Martin Hofmann

## And what else?

Partners of Rail4Regions are currently working in smaller groups who are tasked to review existing good practices and to elaborate novel solutions for the revitalisation of feeder lines, the use of industrial sidings, the promotion of single waggon transport as well as the enhancement of the loading point infrastructure. Furthermore, the elaboration of a White Paper summing up the findings of the project's analysis of user cases, rail freight bottlenecks and stakeholder expectations is progressing swiftly.

### Rail4Regions

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# Project Newsletter #4



Rail4Regions is an Interreg Central Europe project aiming at improving the access to the European rail freight networks. Twelve project partners develop solutions to optimise regional rail lines and access points and create action plans to encourage the uptake of their solutions in regional development plans.

Photo above: (c) Ante Klecina

[Visit our Website](#)

## Join our series of webinars in Spring 2024

The transnational collaboration in the Rail4Regions project is led to some first results which we are sharing online in a series of webinars which are open to any stakeholder or professional working in the field of rail freight transportation.

- 14 March 2024, 10 a.m. "Regional loading points in selected regions in Central Europe" (on Zoom)
- 20 March 2024, 10 a.m. "Challenges of single wagonload transport in Central Europe" (on MS Teams)
- 27 March 2024, 11 a.m. "Assessment of external effects of the local freight transport system" (on MS Teams)
- 16 April 2024, 10 a.m. "Use of Industrial sidings for rail transport of large volumes" (on MS Teams)

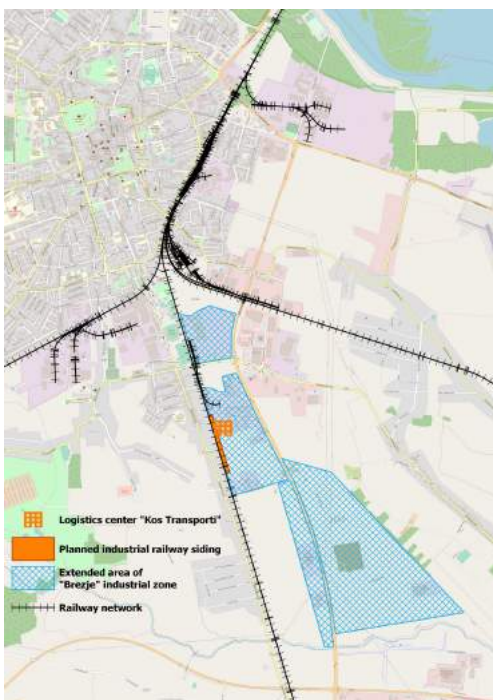
All times CET. Please visit our website for links to join these events online.





## In Varaždin (HR), efforts are underway to connect the Brezje industrial area to the freight rail network

The extension of the „Brezje” industrial zone is a strategic project of Varaždin City and Varaždin County. The primary project objective is to establish a connection between the existing logistics centre and the „Brezje” industrial zone with the existing railways R201 Zaprešić – Zabok – Varaždin – Čakovec and R202 Varaždin – Koprivnica – Virovitica – Osijek – Dalj. With the mentioned railway routes, at Zaprešić and Koprivnica railway stations, the logistics centre would have a connection to the Mediterranean Corridor.



Some company sidings already exist. There is a strong interest in adding industrial sidings on a private company plot of Kos Invest/Kos Transporti. Kos is one of the largest logistics operators in Central Europe, and it is looking for a possibility of extending their business on rail freight transport. A multimodality development would therefore receive substantial private investments. An existing project documentation outlines the implementation of two container loading points with two industrial sidings measuring 385 m in useful length.

Pictures above show the industrial area and the existing rail infrastructure; (c) Varaždin županija

Following the secession from the organisation of the Hungarian State Railways Zrt., the company commen-

**Meet our partners: Rail Cargo Hungaria**

ced its independent operation in 2006 as MÁV Cargo Zrt.

After its privatisation in 2008, when Rail Cargo Austria AG, the railway carrier subsidiary of ÖBB acquired 99.9% of the shares, the company continued its activities, entering a new phase of development and continued its operation under a new company name, as Rail Cargo Hungaria Zrt.

Rail Cargo Hungaria, Hungary's leading rail freight carrier, offers innovative solutions in the field of rail logistics. With its wagon fleet suitable for the transport of all types of goods, the company transports over 20 million tonnes of goods every year. Thanks to its nationwide presence, Rail Cargo Hungaria provides services for customers throughout Hungary, regardless of whether single wagons or block trains are concerned.

Rail Cargo Hungaria is committed to increasing the quality and volume of the rail freight transport. With its extensive experience in the field of single wagon transport, the company provides important and indispensable services for the customers. In the RailRegions project, Rail Cargo Hungaria shares its expertise and contributes by leading the project's Single Wagonload Working Group.



## And what else?

Partners of Rail4Regions are currently working in smaller groups who are tasked to review existing good practices and to elaborate novel solutions for the revitalisation of feeder lines, the use of industrial sidings, the promotion of single waggon transport as well as the enhancement of the loading point infrastructure. Furthermore, the elaboration of a White Paper summing up the findings of the project's analysis of user cases, rail freight bottlenecks and stakeholder expectations is progressing swiftly.

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