

Centre of Competence for Freight Transport

Stefan Kindorf / Joachim Zacher, January, 30th 2023



Content

1. Initial Situation
2. Centre of Competence (COC) for Freight Transport
3. Challenges
4. Tasks and Goals
5. Examples of the activities by the COC
6. The experts for rail freight transport within NVBW

1. Initial Situation

The state of Baden-Wuerttemberg has set itself the goal to transport every second ton in a climate-neutral manner by 2030



- Comprehensive and competitive rail freight transport is important to reach this
- In 2017, the state's Ministry of Transport commissioned the creation of a Freight Transport Concept for Baden-Wuerttemberg
- The final report (July 2020) recommends twelve fields of action for sustainable and innovative freight transport
- One of these fields of action recommends establishing a central contact point to oversee rail freight transport activities

Two positions were created at the NVBW in 2021 to promote rail freight transport

- The state of Baden-Wuerttemberg is thus establishing central contacts and advisors for all questions relating to handling freight transport services by rail
- The NVBW's Freight Transport Competence Centre forms the neutral interface between the Ministry of Transport - Department 51 Strategic Mobility Management in Individual and Freight Transport - and the numerous players from practice (shippers, business/industry associations and the logistics and rail freight transport companies)
- This function currently represents a unique selling point for the state of Baden-Wuerttemberg to support a sustainable mobility transition in freight transport

3. Challenges



Key obstacles hinder the climate policy goal of shifting more freight traffic to rail

- **Rail freight transport** is perceived as a **complex** system
Sustainable and marketable offers require the clarification of numerous organizational, legal and business issues
- Extensive **dismantling** of **routes** and **sidings** in the past
Difficult access to the rail system hinders the realization of continuous wagonload transport
- **Complicated funding landscape** in the area of rail freight transport
Lack of transparency regarding funding opportunities. Applying for these is complex and time-consuming

Goal: Sustainable change in the modal split in favor of rail freight transport

- **Networking between actors**

Organization and implementation of events, mediation of contacts, bundling of quantities of goods

- **Advice in the area of rail freight transport**

Funding advice, knowledge transfer in the area of rail freight transport and rail logistics. Development of measures on how political actions can support the shift to rail

- **Determination of needs and preservation of infrastructure**

Determination of potentials and development of appropriate relocation concepts. Maintenance/reactivation of sidings and facilities required for rail freight transport

Capacity and infrastructure measures

- **Extension of regional railway line**

Accompanying an external potential analysis for rail freight transport and taking into account the expansion planning (In connection with the frequency increase of passenger traffic, a partial double-track expansion and the electrification of the route are planned)

- **Regional terminal for intermodal transport**

Assignment of an investigation into the suitability of three possible locations as regional terminal for intermodal or multimodal transport

Realization of hinterland transport to one of the locations is being examined

Advice and Funding

- **Sidings**

Advice on the funding guidelines for sidings of the government

“Preliminary review” of funding applications for smaller measures on behalf of Baden-Wuerttemberg's Ministry of Transport

- **Funding guidelines**

Advising Baden-Wuerttemberg's Ministry of Transport on the amendment of the LEFG (State Railway Financing Act of Baden-Wuerttemberg) and the LGVFG (State Municipal Transport Financing Act of Baden-Wuerttemberg) with regard to further funding requirements

The Competence Centre for Freight Transport has extensive expertise in the area of rail transport

Stefan Kindorf

- Working in the railway industry since 1988
- Until 1999 at DB Netz AG in timetable management
- In the field of operations (production/concept planning) at BASF, SBB Cargo, ERS Railways
- At Hector Rail and VTG Rail Logistics as key account manager

Joachim Zacher

- Head of Marketing and Sales at AWILOG Transport GmbH
- Infrastructure and regional planning within the Neckar-Alb regional association
- EU Interreg projects in transalpine freight transport (AlpFrail)
- German-Swiss Spatial Planning Commission (gravel concept)



Für alle in Bewegung.