Interreg Baltic Sea Region
Co-funded by the European Union
SMART GREEN MOBILITY UrbFRail

URBAN FREIGHT RAIL

DEVELOPMENT TOOL

My project title

last modified: 11.06.2025, 14:07:50

Image created by OpenAI's DALL-E.

IMPRINT

Editing status: January 2025

Interreg Baltic Sea Region
Co-funded by the European Union
SMART GREEN MOBILITY
UrbFRail

- Project Partners

Senate Department for Urban Mobility, Transport, Climate Action and the Environment
BERLIN
TRAFIKVERKET
Politechnika Warszawska
Warsaw University of Technology
Górnośląsko-Zagłębiowska Metropolia
KTH VETENSKAP OCH KONST
Stockholms stad
RAIL SWEDEN

Interreg Baltic Sea Region
Co-funded by the European Union
SMART GREEN MOBILITY
UrbFRail

CONTENT

Picture: Geoportal Berlin / Digitale farbige TrueOrthophotos 2023 (DOP20RGBI)

Interreg Baltic Sea Region
Co-funded by the European Union
SMART GREEN MOBILITY
UrbFRail

THE TOOL

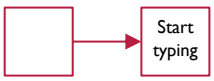
How to use it

Interreg Baltic Sea Region
Co-funded by the European Union
SMART GREEN MOBILITY
UrbFRail

USE IT YOUR WAY

- Use this tool on your digital device
  - Use links and buttons to jump through the content

  - Click into empty spaces and take your own notes



  - Tick boxes once you finished a task or a step

  - Save the document and continue, change, and refine another day

- You can print this tool description and use all its resources offline if needed

Interreg Baltic Sea Region
Co-funded by the European Union
SMART GREEN MOBILITY
UrbFRail

TOOL PARTS

- You can use three different types of tool elements to support your work.
- You can recognize them by these symbols:

1) Knowledge base
   - Infos & Ideas
   - Overviews
   - Best Practices

2) Checklists
   - Steps to follow
   - Things to consider
   - People to contact

3) Matrices
   - Decisions trees
   - Guiding Questions
   - Classifications

Interreg Baltic Sea Region
Co-funded by the European Union
SMART GREEN MOBILITY
UrbFRail

RE-/ACTIVATION

Please take a few moments to read the following pages before using the tool elements. It can help to avoid confusion and misunderstandings.

Interreg Baltic Sea Region
Co-funded by the European Union
SMART GREEN MOBILITY
UrbFRail

WHY THIS TOOL?
READ FIRST, THEN CONTINUE

01 purpose
Why a tool? Because…

…every project, in every country has its own characteristics. Until now, new approaches have been developed for each project, whereby similar methods are used differently. This increases the effort and complicates comparability. The tool should take up as many characteristics as possible, generalize them and thus be universally and broadly applicable. The tool can serve as a framework for the re-/activation of urban rail freight hubs (transshipment facilities) across countries and projects. It focuses on the early planning phase. It therefore helps to check after individual steps whether the project should be continued or discontinued. The tool provides guidance.

02 your benefit
How and who it could help

The tool was developed with a focus on administrative staff. However, it can also be used by other stakeholders. The tool is designed to relieve you of work and enable you to work more efficiently on projects. Complex methodical work is reduced. Your work becomes comparable with others and vice versa. This increases the level of knowledge of all actors.
The tool consists of several steps that can simultaneously serve as knowledge base and practical guide. It helps to lead through a complex process.

03 flexibility
Future-proof and expandable

The tool offers several flexibilities. Firstly, it can be used in different spatial environments. You can use all available steps or limit yourself to just a few of them. Additionally, the tool is easy to use and can therefore be simply expanded in the future with modules, tool evaluations and your knowledge. Project specific modifications of the tool are not only possible but probably required in many projects.

Interreg Baltic Sea Region
Co-funded by the European Union
SMART GREEN MOBILITY UrbFRail

IMPORTANT TO KNOW

READ FIRST, THEN CONTINUE

The following pages present the phases and steps involved in the re-/activation of an urban rail freight logistic station. It is important to note:

- There is not a tool part for every component of every step. Within the framework of a small-scale project, selected tool elements were created.
- These tool elements are intended to provide support, help to plan and structure the project.
- Not all elements have to be used. Pick the ones you need.
- Due to the structure of the document, the steps are shown linearly. However:
  - Many steps are closely linked and have overlaps.
  - Some steps may run in parallel.
  - The steps may differ from the sequence given here.
  - It may be that you will also locate individual steps in one of the other two phases.

Interreg Baltic Sea Region
Co-funded by the European Union
SMART GREEN MOBILITY
UrbFRail

DEFINITION
OF RE-/ACTIVATION

- **Activation** of an urban rail freight logistic hub (transshipment facility) refers to the process of establishing and commencing operations at a facility dedicated to the handling and transferring of goods via rail within an urban area. This means initiating rail freight activities in an area that was previously unused for this purpose, possibly repurposing existing railway infrastructure, such as tracks, that may have served other uses like passenger transport.
- **Reactivation** involves reviving an urban rail freight hub (transshipment facility) that has fallen into disuse or is being underutilized. It encompasses updating, refurbishing, or expanding the existing infrastructure, which includes railway sidings, loading docks, and administrative operations, to resume or enhance the movement of goods and meet the current demands of urban freight transport.

Interreg Baltic Sea Region
Co-funded by the European Union
SMART GREEN MOBILITY
UrbFRail

RE-/ACTIVATION
AND ITS PHASES AND STEPS

The development process for re-/activating an urban rail freight logistic hub (transshipment facility) can be summarised in three overarching phases. Each phase is characterised by closely linked steps. Tick off what you already have.

Phase 1 - Preparation and Planning Phase

- [ ] Assemble the project team and allocate responsibilities.
- [ ] Define project goals and initiate participation processes.
- [ ] Describe local characteristics.
- [ ] Assess legal and regulatory requirements.
- [ ] Carry out a location and market analysis, conduct a feasibility study.
- [ ] Plan Necessary infrastructure (e.g. tracks, loading ramps, etc.).
- [ ] Identify and secure financing sources and economic instruments.
- [ ] Prepare for the necessary construction and environmental permits.

Phase 2* - Implementation Phase

- Acquire or lease the rail freight hub site.
- Continuation of the participation processes.
- Obtain required construction and environmental permits.
- Implement necessary infrastructure (e.g. tracks, loading ramps, etc.)
- Implement technology and equipment solutions for the station.
- Appoint an operator and establish operational procedures.
- Develop and execute a marketing strategy to attract customers.
- Commence station operations, monitor performance, and ensure safety and compliance.

Phase 3* - Optimization and Expansion Phase

- Monitor and optimize operational efficiency and costs.
- Implement quality assurance measures and gather customer feedback.
- Adjust operations based on feedback.
- Explore opportunities for station expansion or improvement.
- Evaluate the success of the project, generate reports, and ensure compliance with regulations.
- Plan for the long-term development and potential expansion of the rail freight hub.

*Not part of the tool version of the small-scale project

Interreg Baltic Sea Region
Co-funded by the European Union
SMART GREEN MOBILITY
UrbFRail

RE-/ACTIVATION

TOOL PARTS FOR YOUR SUPPORT

Click on an icon to go directly to the relevant tool part.
Otherwise, follow the heading to access phase 1.
Note: The focus of this tool is on Phase I. There are no tool parts for phases II and III.

Phase 1 - Preparation and Planning Phase

- Issues to address
- Hints on the project team
- Overview of stakeholders
- Fillable contact list
- Prepare participation
- Local characteristics
- Important regulations
- Location analysis checklist
- Status quo record sheet
- Feasibility study
- Market demand analysis
- Checklist infra-structure planning
- Weighing up financing ideas
- Government support
- Responsible authorities

Phase 2* - Implementation Phase

Phase 3* - Optimization and Expansion Phase

*Not part of the tool version of the small-scale project

Interreg Baltic Sea Region
Co-funded by the European Union
SMART GREEN MOBILITY
UrbFRail

PHASE I

Preparation and Planning Phase

General thoughts

Issues to address

My notes

Interreg Baltic Sea Region
Co-funded by the European Union
SMART GREEN MOBILITY
UrbFRail

GENERAL THOUGHTS

- When planning to re-/activate an urban rail freight hub (transshipment facility), it's essential to first thoroughly assess the condition of the existing infrastructure, ensuring that it meets current operational and safety standards.
- Pay close attention to the station's location and its accessibility to key transportation routes, as this greatly influences its potential for success.
- Understanding the local market demand for freight services and any regulatory or zoning constraints early in the process is crucial to avoid unforeseen challenges.
- Engaging with the local community and stakeholders will not only provide valuable insights but also foster support for the project.
- Careful, detailed planning at this stage lays the foundation for a smooth and successful re-/activation of the rail freight hub (transshipment facility).
- It is helpful to regularly carry out a risk analysis and to be aware of possible critical points in the project. The tool parts can help with this.

Interreg Baltic Sea Region
Co-funded by the European Union
SMART GREEN MOBILITY
UrbFRail

ISSUES TO ADDRESS

Several steps are important for preparation and planning. They are closely linked and have overlaps. Some steps may run in parallel or deviate from the sequence indicated here.

Preparation and Planning

- Assemble the project team and allocate responsibilities.
- Define project goals and initiate participation processes
- Describe local characteristics.
- Assess legal and regulatory requirements.
- Carry out a location and market analysis, conduct a feasibility study.
- Plan necessary infrastructure (e.g. tracks, loading ramps, etc.).
- Identify and secure financing sources and economic instruments.
- Prepare for the necessary construction and environmental permits.

Interreg Baltic Sea Region
Co-funded by the European Union
SMART GREEN MOBILITY
UrbFRail

PROJECT TEAM AND RESPONSIBILITIES

For the urban rail freight hub project, you need a versatile team composed of project managers, engineers, logistics experts, environmental consultants, legal advisors, and financial analysts, each bringing critical skills to the table. A collaborative spirit, problem-solving expertise, and clear communication are vital traits for your team members.

Interreg Baltic Sea Region
Co-funded by the European Union
SMART GREEN MOBILITY UrbFRail

HELPFUL HINTS
ON PROJECT TEAM AND RESPONSIBILITIES

- As you prepare and plan for the re-/activation of an urban rail freight hub (transshipment facility), your project team must be multidisciplinary, combining expertise from many areas. At the beginning, the focus is on steps to promote and find a responsible and motivated project manager.
- You require a team of engineers and architects for design and construction oversight, logistics specialists to handle operational planning, and environmental consultants to ensure sustainability and regulatory compliance. Legal advisors and financial analysts will also play key roles in navigating regulatory frameworks and managing the project's economics.
- Some or many of the aforementioned expertises may not be available within an administration. Comprehensive cooperation and the commissioning of external expertise may be necessary.
- The exact number of staff will depend on the project's scale, but each functional area should be adequately resourced to handle its specific demands.
- The team composition should encourage collaboration, with clear roles and responsibilities, and the ability to adapt as the project evolves.

Interreg Baltic Sea Region
Co-funded by the European Union
SMART GREEN MOBILITY
UrbFRail

MY NOTES

Here is space for your notes on the previous section. Click in the field to start writing.

- Additional thoughts

Interreg Baltic Sea Region
Co-funded by the European Union
SMART GREEN MOBILITY
UrbFRail

PROJECT GOALS AND PARTICIPATION PROCESSES

In the planning and preparation phase of reactivating an urban rail freight hub (transshipment facility), clearly defining project goals and its corresponding requirements is essential, including the expected capacity, operational efficiency, and service offerings that align with market demand. A comprehensive stakeholder analysis is crucial to identify the interests and influences of all parties involved, from local authorities and residents to potential investors and users of the freight services. This analysis will guide the engagement strategies, ensuring that stakeholders' needs and concerns are addressed, thereby fostering support and smooth project progression. Overall, the project goals and requirements should reflect a strategic vision that balances economic viability with community and environmental considerations. In order to achieve this, early participation procedures seem to be useful.

STAKEHOLDER (PART I)

This matrix provides a basic overview of the diverse actors and their multi-faceted roles and interests that need to be considered in the planning, funding, implementation, and operation of a re-/activated urban freight rail station. Other actors may be relevant. An "X" in a cell indicates the actor's potential involvement or impact in that particular topic.

	Topics that need to be considered										
Stakeholders	Infrastructure	Transportation Vehicles	Transportation Units	Cargo	Financing and Funding	Legislation and Politics	Environment & Sustainability	Communication and PR	Community	Military and Defence	Civil Protection (dual Use area)
Planning and Regulation											
Public Authorities	X				X	X	X	X	X	X	X
Rail Infrastructure Manager	X					X	X		X	X	X
Owner of the land and adjoining properties	X					X			X	X	X
Operations and Transport											
Railway Companies	X	X				X					
Combined Transport Operators		X	X								
Freight Forwarders		X	X	X							
Terminal Operators	X		X								X
Vehicle Manufacturers		X									
Pallet and Packaging Providers			X								
Maintenance Service Providers	X	X									

Please note: Further stakeholders are listed on the following page.

Interreg Baltic Sea Region
Co-funded by the European Union
SMART GREEN MOBILITY UrbFRail

STAKEHOLDER (PART 2)

This matrix provides a basic overview of the diverse actors and their multi-faceted roles and interests that need to be considered in the planning, funding, implementation, and operation of a re-/activated urban freight rail station. Other actors may be relevant. An "X" in a cell indicates the actor's potential involvement or impact in that particular topic.

	Topics that need to be considered										
Stakeholders	Infrastructure	Transportation Vehicles	Transportation Units	Cargo	Financing and Funding	Legislation and Politics	Environment & Sustainability	Communication and PR	Community	Military and Defence	Civil Protection (dual Use area)
Economic Stakeholders											
Producers and Shippers				X							
Wholesale and Retail Traders				X							
Importers/Exporters				X							
Construction Firms	X				X						
Municipal Utilities	X					X	X	X	X	X	X
Power/Electricity Companies										X	X
Banks and Financial Institutions					X						
Other Stakeholders											
Economic development organizations	X			X	X	X	X	X	X		X
Other Multipliers (e.g. Associations)	X	X	X	X	X	X	X	X	X		
Environmental Protection Orgs							X		X		
Press and Media						X		X			
Residents and Local Communities									X		X
Social Institutions									X		
Educational Institutions									X		X

PEOPLE TO CONTACT
STAKEHOLDER

Contact List

- You can use and modify the Excel Sheet to enter contact details for the different stakeholder categories.
- Under Further Reading you will find information on helpful links that can give you suggestions for relevant contacts

Contact list

Click the „Excel“ icon to open and use the contact list

If you are unable to open the document directly due to technical barriers, please use the separate document provided on the learning platform.

Interreg Baltic Sea Region
Co-funded by the European Union
SMART GREEN MOBILITY
UrbFRail

PREPARE PARTICIPATION ELEMENTS

During the planning phase, it can be helpful to prepare the first elements of participation, and some can even be put into practice. Involving the previously identified stakeholders is a key element of successful (rail) project management. This checklist can help you to prepare your ideas.

- [ ] **Communication Plan**

  Develop a clear and concise communication strategy tailored to different stakeholder groups.

- [ ] **Website Creation**

  Prepare (and launch) a dedicated project website with comprehensive information, including project goals, timelines, benefits, and contact details for inquiries.

- [ ] **Frequently Asked Questions (FAQ) Section**

  Compile a list of potential questions stakeholders may have about the project. Provide clear and understandable answers to these questions on the website and in other communication materials.

- [ ] **Consultation and Engagement Events**

  Organize workshops, and roundtable discussions to gather feedback and ideas from stakeholders.

- [ ] **Online Surveys and Feedback Forms**

  Develop online surveys and feedback forms to collect stakeholder opinions and suggestions.

- [ ] **Information Sessions and Workshops**

  Conduct sessions to educate stakeholders about the importance and benefits of re-/activating the urban rail freight hub (transshipment facility). Use visual aids, models, and simulations to explain complex concepts.

- [ ] **Stakeholder Advisory Group**

  Establish a stakeholder advisory group to serve as a liaison between the project team and the wider community. Include representatives from various stakeholder categories to ensure diverse perspectives are considered.

- [ ] **Transparent Reporting and Updates**

  Provide regular project updates, e.g. through newsletters and the website.

- [ ] **Feedback Integration**

  Clearly demonstrate how stakeholder feedback is being incorporated into the project planning and execution. Adjust the project plan based on legitimate concerns and constructive suggestions.

- [ ] **Conflict Resolution Mechanisms**

  Implement mechanisms for resolving disputes and addressing stakeholder concerns. Offer mediation or arbitration services if necessary.

- [ ] **Celebration of Milestones**

  Recognize and celebrate project milestones with stakeholders to build and maintain enthusiasm and support for the project.

Further participation should continue with Phase II.

Interreg Baltic Sea Region
Co-funded by the European Union
SMART GREEN MOBILITY
UrbFRail

MY NOTES

Here is space for your notes on the previous section. Click in the field to start writing.

- Additional thoughts

Interreg Baltic Sea Region
Co-funded by the European Union
SMART GREEN MOBILITY
UrbFRail

LOCAL CHARACTERISTICS

The steps involved in re-/activating a rail freight hub (transshipment facility) can only ever be generalised to a certain extent. A great deal depends on the local context and local characteristics. Especially when it comes to deciding what logistical contribution the rail freight hub (transshipment facility) can make and to what extent combined transport solutions can be implemented, local conditions must be examined.

This is not yet a location analysis of possible railway areas. It is initially about the (metropolitan) region and its characteristics as a context for possible development.

Interreg Baltic Sea Region
Co-funded by the European Union
SMART GREEN MOBILITY
UrbFRail

LOCAL CHARACTERISTICS

These characteristics are meant to support high level decision making and help to focus away from details towards fundamental questions. Select a colour for an assessment (i.e. mark with an "X"). A crucial "no" or several "no 's" in total can be a cancellation criteria for the project; for example, if the railway infrastructure is not able to cope with the (additional) traffic volume required.

	no		yes
MARKET: Basic information on **market** (potential for transport capacity)			
Industrial production of goods with a certain CT affinity (containerizable / transportable in loading unit)	☐	☐	☐
Consumption of goods with a certain CT affinity (containerizable / transportable in loading unit)	☐	☐	☐
AREA: Basic information on potential areas for re-/activation			
Available space for **activation** suitable for commercial use / handling	☐	☐	☐
Available space for **reactivation** already in use for commercial activities	☐	☐	☐
INFRASTRUCTURE: Basic information on potential infrastructure for re-/activation			
Rail infrastructure in operation	☐	☐	☐
Planning ongoing for infrastructure development	☐	☐	☐
TRAFFIC: Basic information on potential capacity for re-/activation			
Rail infrastructure is able to take the (additional) required traffic volume (without major conflicts with other uses / residents)	☐	☐	☐
Road infrastructure is able to take the (additional) required traffic volume (without major conflicts with other uses / residents)	☐	☐	☐
LOCAL / REGIONAL POLITICAL GOODWILL: Basic information on potential pushes for re-/activation			
Problem identification and political awareness for need of more rail based cargo transport /handling	☐	☐	☐
Initiatives existing / political drive for fostering rail transport	☐	☐	☐
Initiatives already in force (concepts, masterplans)	☐	☐	☐

Interreg Baltic Sea Region
Co-funded by the European Union
SMART GREEN MOBILITY
UrbFRail

MY NOTES

Here is space for your notes on the previous section. Click in the field to start writing.

- Additional thoughts

Interreg Baltic Sea Region
Co-funded by the European Union
SMART GREEN MOBILITY
UrbFRail

ASSESS LEGAL AND REGULATORY REQUIREMENTS

It is important to clarify the specific regulations and authorisation requirements for the planned rail freight hub (transshipment facility) with the relevant authorities and experts. Close cooperation with the Federal Railway Authority, the local building and environmental authorities and other relevant bodies is usually required in order to obtain the necessary permits and comply with the legal requirements.

Engage with relevant environmental agencies early in the process to identify potential issues, and to allocate sufficient time for the assessment and public consultation processes that accompany permit applications.

Interreg Baltic Sea Region
Co-funded by the European Union
SMART GREEN MOBILITY
UrbFRail

IMPORTANT REGULATIONS
PART 1

During planning (Phase 1), it is important to check which regulations exist and must be observed. The following rules may apply. Please check whether there are any others.

	Required?	
Building permits	no ☐	yes ☐
Depending on the planned construction measures for the rail freight hub (transshipment facility), building permits may be required. This concerns the construction or expansion of railway tracks, warehouses and other infrastructure elements.		
Environmental requirements	no ☐	yes ☐
Environmental requirements may be relevant with regard to the protection of flora and fauna, soil and water protection and noise protection. The environmental impact of the rail freight hub (transshipment facility) must be assessed, and compensatory measures may need to be taken.		
Railway law authorisations	no ☐	yes ☐
The re-/activation of a rail freight hub (transshipment facility) might be subject to railway law in your country. This includes obtaining an operating licence for the station and complying with safety regulations.		
Allocation of rail capacity	no ☐	yes ☐
Rail capacity allocation can involve determining track usage, prioritizing freight, coordinating international services, enhancing infrastructure, and ensuring fair access through a transparent annual scheduling process		
Transport of dangerous goods	no ☐	yes ☐
If dangerous goods are to be handled or stored at the rail freight hub (transshipment facility), special regulations and licences for the transport and storage of dangerous goods may apply.		
Operating regulations and safety regulations	no ☐	yes ☐
The operation of a rail freight hub (transshipment facility) is subject to certain operating regulations and safety rules. These regulate the safe handling of trains, cargo and operating personnel.		

Interreg Baltic Sea Region
Co-funded by the European Union
SMART GREEN MOBILITY
UrbFRail

IMPORTANT REGULATIONS
PART 2

During planning (Phase 1), it is important to check which regulations exist and must be observed. The following rules may apply. Please check whether there are any others.

Required?

Railway operations manager — no ☐ yes ☐

A railway operations manager is required to ensure railway operations and fulfil the requirements of railway law.

Railway Construction and Operating Regulations — no ☐ yes ☐

For example, in Germany the Railway construction and operating regulations (EBO) apply to railway facilities and vehicles. They must be observed when it comes to track construction, signalling technology and other infrastructural aspects.

Occupational health and safety and hazard prevention — no ☐ yes ☐

Occupational health and safety regulations and hazard prevention measures are crucial to ensure the safety of employees and persons involved.

Customs and customs procedures — no ☐ yes ☐

When transporting goods internationally, customs regulations and procedures must be observed. This also applies to the handling of customs documents and protection against smuggling.

Operating regulations — no ☐ yes ☐

Each rail freight hub (transshipment facility) should have its own operating regulations governing station procedures, right-of-way rules, maintenance management and similar aspects.

Interreg Baltic Sea Region
Co-funded by the European Union
SMART GREEN MOBILITY
UrbFRail

MY NOTES

Here is space for your notes on the previous section. Click in the field to start writing.

- Additional thoughts

Interreg Baltic Sea Region
Co-funded by the European Union
SMART GREEN MOBILITY
UrbFRail

LOCATION AND MARKET ANALYSIS, FEASIBILITY STUDY

Choosing the right location is crucial. The rail freight hub (transshipment facility) should be located close to important industrial and commercial centres in order to facilitate the efficient transport of goods.

In addition, re-/activating a disused rail freight hub (transshipment facility) for logistical purposes involves a comprehensive feasibility process. Various key questions need to be considered regarding the fundamental feasibility of logistical solutions.

Interreg Baltic Sea Region
Co-funded by the European Union
SMART GREEN MOBILITY
UrbFRail

CHECKLIST
LOCATION ANALYSIS

The checklist is not limited to a specific area, but can be used for several potential locations. For a systematic area search in your region, please, also use and consult UrbFRail Screening Tool that was developed within the UrbFRail project (learning platform).

- ○ Proximity to major transportation routes, highways and industrial areas.
- ○ Evaluation of existing rail infrastructure, including tracks, sidings, and connections to mainline networks.
- ○ Availability of sufficient land for the rail station, tracks, platforms, storage areas, and potential future expansion.
- ○ Compatibility with surrounding land use, considering the impact on nearby residential areas, businesses, and infrastructure.
- ○ Analysis of current and projected market demand and commercial potential for freight transportation in the area, including potential industry growth. There may be a market demand, for example for consumer goods, building materials and waste.
- ○ Assessment of potential environmental impact, including noise, air pollution, and ecological considerations. Development of mitigation measures if necessary.
- ○ Identification of regulatory and legal requirements, such as zoning restrictions and permits.
- ○ Evaluation of economic viability, including revenue generation potential, infrastructure upgrade costs, and long-term sustainability.

In the Further Reading section, you will find additional resources on successful examples and terminals in operation. These can help you to work through the checklist.

STATUS QUO

Record Sheet

- The record sheet helps you to create an initial report on the status quo for one or multiple potential locations.
- The status quo can be recorded in great detail using the screening tool (see location analysis). For this reason, some aspects are deliberately not included in this record sheet. The aim of this general conditions' enquiry is rather to collect information on a somewhat more abstract, general level.
- If applicable, detailed answers from the screening phase can be abstracted and used partially for this report. It partly picks up on what has been asked and said.
- Therefore, the record sheet serves to collect information and should help you to compile essential information for further project steps.

record sheet

Click the „Word" icon to open and use the record sheet

If you are unable to open the document directly due to technical barriers, please use the separate document provided on the learning platform.

Interreg Baltic Sea Region
Co-funded by the European Union
SMART GREEN MOBILITY UrbFRail

FEASIBILITY STUDY

Each of these areas requires detailed analysis and planning to ensure that the reactivation of the rail freight hub (transshipment facility) is not only feasible but also economically, socially, and environmentally sustainable. External commissions may be necessary. The application and results of other modules of this tool can support the assessments, e.g., location analysis.

Market Demand Analysis

Is there sufficient demand in the region for freight services offered by the station? If not: Can sufficient demand be generated? What is sufficient market demand in my region? Which products/goods are regionally important and suitable for rail freight transport?

Infrastructure Condition

Is the current state of the rail freight hub (transshipment facility) infrastructure, including tracks, buildings, and loading areas suitable for the project? If not: Can a suitable situation be created with available resources? (see also Regulatory Compliance and Financial Viability below)

Capacity and Scalability

Can the station handle the expected volume of freight?
If yes: Is there room for expansion if needed?

Accessibility and Connectivity

How well is the station connected to major transportation routes, such as highways, rail networks, or ports?

Technology Integration

Are technological upgrades required for efficient operations (e.g., automated tracking systems, digital logistics platforms)?
If yes, are sufficient resources available (expertise, finances)?

Regulatory Compliance

Does the station meet current regulatory standards for safety, environmental impact, and other relevant guidelines?
If not, is it possible to meet the necessary guidelines?

Financial Viability

What are the estimated costs for refurbishment and operation, and how do they compare with expected revenues or cost savings? Can it be assumed that the revenue will profitably compensate for the initial and operating costs?

Interreg Baltic Sea Region
Co-funded by the European Union
SMART GREEN MOBILITY UrbFRail

MARKET DEMAND ANALYSIS

The basic structure of a market demand analysis for urban rail freight transport should at least comprehend the following steps: definition, market survey and statistics.
The points listed for each step represent important, selected components. They are not necessarily meant to be exhaustive.

definition

- What kind of market (segments, volumes) shall be addressed? (circular economy , construction materials etc.)
  - The definition of relevant market segments can be supported by using standardized classifications of economic activities (e.g., NACE/ NST).
  - Furthermore, regional economic development offices are capable to match identified market segments with statistics on regional companies to identify key players for potential future rail hubs.
- Is there any regional knowledge/ studies covering topics on market and logistics?

market survey

- Identify branches, industry/ commercial clusters.
- Identify relevant companies within defined market segments (key players with a significant volume or distribution network) and get in contact. (see Stakeholder)
- Identify willingness to use rail freight transport and note stated volume potentials.
- Create an overview of the location. (see Record Sheet)
- Create an overview of the basic infrastructure frame conditions. (see Record Sheet)

statistics

- Identify relevant data sources. (e.g. census of production, interrelation statistics)
- Use the data to supplement and/or compare the research from step 2 (market survey).
- Analyse transport/good flows and forecast future volumes. (e.g. estimate regional capacity demands)

Interreg Baltic Sea Region
Co-funded by the European Union
SMART GREEN MOBILITY
UrbFRail

MY NOTES

Here is space for your notes on the previous section. Click in the field to start writing.

- Additional thoughts

Interreg Baltic Sea Region
Co-funded by the European Union
SMART GREEN MOBILITY
UrbFRail

INFRASTRUCTURE PLANNING

If available, the existing infrastructure, such as track systems, loading ramps, storage areas and loading cranes, may need to be expanded or modernised to meet current requirements.

Interreg Baltic Sea Region
Co-funded by the European Union
SMART GREEN MOBILITY
UrbFRail

CHECKLIST
INFRASTRUCTURE PLANNING

- ○ Get to know handling technology (i.e., technical and spatial requirements) for initial planning (see also Further Reading Section)
- ○ Select suitable infrastructures; this depends on your own use case, spatial conditions (superstructures) and market structures (see also Further Reading Section)
- ○ Create infrastructure planning for tracks, loading ramps, warehouses, etc.
- ○ Rough layout planning
- ○ Provide for space reserves/ modular construction to enable future developments (e.g. for Phase III)
- ○ Assess environmental impacts and fulfil environmental requirements where applicable.
- ○ Prepare documents to apply for building and environmental permits.
- ○ Plan time and financial resources for the purchase, construction and, if necessary, repair of run-down infrastructure into the overall project.

Interreg Baltic Sea Region
Co-funded by the European Union
SMART GREEN MOBILITY
UrbFRail

MY NOTES

Here is space for your notes on the previous section. Click in the field to start writing.

- Additional thoughts

Interreg Baltic Sea Region
Co-funded by the European Union
SMART GREEN MOBILITY
UrbFRail

FINANCING SOURCES AND ECONOMIC INSTRUMENTS

The reactivation of a rail freight hub (transshipment facility) requires considerable investment. This includes costs for infrastructure upgrades, technology investments, operational expenses, and potential unforeseen costs. It is important to clarify the financing options and examine possible state funding programmes.

The assessment of economic instruments for reactivating an urban rail rail freight hub (transshipment facility) could influence the project's viability and sustainability. This involves examining tools such as taxes, subsidies, grants, tariffs, and public-private partnerships that can either fund the project or incentivize certain behaviors, like reducing road traffic in favor of rail freight.

Economic instruments are pivotal for aligning the project with fiscal policies and market conditions. They can bridge funding gaps, encourage investment, and ensure that the reactivation aligns with broader economic goals such as promoting green transportation or regional development.

Interreg Baltic Sea Region
Co-funded by the European Union
SMART GREEN MOBILITY
UrbFRail

WEIGHING UP FINANCING IDEAS

Financing options may vary from region to region. Here are some suggestions. That also can be combined. When considering these options, it's essential to weigh the advantages against the limitations, aligning the choice with the project's specific needs, risk tolerance, and strategic goals.

Financing Option	Advantages	Limitations
State Support (all levels)	• Non-repayable grants. • Substantial funds for large projects. • Possible additional support (e.g., technical expertise).	• Highly competitive. • Strict eligibility and reporting requirements. • Funding may be tied to specific outcomes or milestones.
Public-private partner-ships	• Leverages private sector efficiency. • Risk-sharing between public and private entities. • Access to private capital. • Potential for faster project completion.	• Time-consuming contract negotiations. • Reduced public control. • Inflexible long-term commitments. • Private profit motives may impact priorities.
Private Investment	• Significant capital. • Additional business expertise and networks. • Flexible investment terms.	• Expected return (ownership/profits sharing). • Potential loss of control. • Detailed due diligence processes.
Loans	• Widely available. • Interest rates may be competitive and negotiated based on the project's creditworthiness and market conditions. • Structured repayment schedules.	• Requires repayment with interest. • Often requires collateral or guarantees. • Approval based on credit assessment and project feasibility.
Bonds	• Large sums of money for major projects. • Fixed interest rate. • Attractive for long-term investors.	• Complex and costly issuance process. • Long-term repayment commitment. • Market conditions affect cost and demand.
Crowd-funding	• Validates public support and market demand. • No equity loss or loans. • Enhances community involvement.	• Suitable for smaller-scale projects. • Success dependent on marketing. • Potential platform fees and need for continuous updates.
Tax Credits or Incentives	• Reduces project costs. • Encourages investment in specific areas. • Supports long-term financial viability.	• Stringent qualification criteria. • Limited scope and scale of benefits. • Subject to policy or budget changes.

Interreg Baltic Sea Region
Co-funded by the European Union
SMART GREEN MOBILITY
UrbFRail

GOVERNMENT SUPPORT AND FRAMEWORK CONDITIONS

This checklist offers an overview with some examples of potential support measures, beneficial regulations and framework conditions to aid planning and implementation efforts. Check which of these applies in your case and if they are locally relevant.

Funding

- ○ Financial aid for the reactivation of railway sites.
- ○ Grants for feasibility studies and planning processes.
- ○ Funding for investments in multimodal logistics solutions.

Tax Incentives

- ○ Tax reductions for businesses shifting freight to rail.
- ○ Lower property taxes for revitalized railway sites.

Regulatory Measures

- ○ Limiting maximum truck lengths in urban areas.
- ○ Enforcing stricter limits for air pollutants and CO_2 emissions and introducing congestion charge.
- ○ Introducing regulations to support cross-docking solutions in urban logistics.

Planning Facilitation

- ○ Adjusting construction regulations for rail-adjacent logistics facilities.
- ○ Prioritizing railway sites in land-use planning.
- ○ Streamlining approval processes for projects focused on rail logistics.

Communication and Collaboration

- ○ Promoting public campaigns to raise awareness of eco-friendly logistics solutions.
- ○ Establishing partnerships between municipalities, railway companies, and businesses.
- ○ Providing advisory services for companies to support the shift to rail freight.

Interreg Baltic Sea Region
Co-funded by the European Union
SMART GREEN MOBILITY
UrbFRail

MY NOTES

Here is space for your notes on the previous section. Click in the field to start writing.

- Additional thoughts

Interreg Baltic Sea Region
Co-funded by the European Union
SMART GREEN MOBILITY
UrbFRail

PREPARE FOR THE NECESSARY CONSTRUCTION AND ENVIRONMENTAL PERMITS

Obtaining the necessary construction and environmental permits is crucial to ensure that the project complies with local, regional, and national construction codes, which are designed to safeguard public safety and welfare. Although the step of obtaining the actual permit is part of Phase II, it is helpful in the Preparation and Planning Phase I to exchange information with the responsible authorities to be adequately prepared for further steps.

Environmental permits are critical to protect natural resources, as they require the project to assess and mitigate its impact on ecosystems, water quality, and air quality. Additionally, having these permits in place is a prerequisite for avoiding legal challenges that could cause delays, increase project costs, and possibly halt the project altogether. It also demonstrates a commitment to transparency and responsibility, fostering trust among stakeholders and the public.

Interreg Baltic Sea Region
Co-funded by the European Union
SMART GREEN MOBILITY UrbFRail

RESPONSIBLE AUTHORITIES

This table outlines which authorities might be responsible for various types of approvals and permits related to the re-/activation of rail freight hubs (transshipment facilities). Please note that the exact naming of the authorities may vary from country to country and add a Type of Permit if necessary.

Type of Approval/Permit	**Responsible Authority/Agency**
Building Permit	Local Planning or Building Authority
Environmental Impact Assessment (EIA)	Environmental Protection Agency or Ministry
Railway Operating License	National Railway Regulatory Authority
Rail Traffic Regulation	Ministry of Transport or Transportation Authority
Safety Certification	Railway Safety Authority
Land Use and Zoning Permit	Local Planning or Zoning Authority
Water and Soil Protection	Environmental Protection Agency or Ministry
Transport and Logistics Permits	Ministry of Transport or Transportation Authority
Customs and Import/Export	Customs Authority or Ministry of Finance
Hazardous Materials Handling	Environmental Protection Agency or Ministry
Occupational Safety	Ministry of Labor or Occupational Safety Agency

Please also note the information on important regulations.

Also take a look at the list of stakeholders and use it if needed.

Interreg Baltic Sea Region
Co-funded by the European Union
SMART GREEN MOBILITY
UrbFRail

MY NOTES

Here is space for your notes on the previous section. Click in the field to start writing.

- Additional thoughts

FURTHER READING

Please note that additional material is available to you. The learning platform provides suggestions for further reading, explains core elements of combined transport as a central aspect of urban rail freight hubs (transshipment facilities) and clarifies important terms.

Available Material:

- Project Background
- Basic information on terminal infrastructure / handling
- Glossary
- Success Story
- Helpful Links