

## The Chemical Industry in CEE is primarily based on Russian basic materials.

The use of roadways and also trains along with the growth of pipe systems for the connection of resources locations and production areas all play an important role in this context. As a result of historical decisions the important chemical places in Poland, the Czech Republic, Slovakia, Austria, Hungary, Novara and also East Germany are because of historical decisions taken inland regarding locations without any direct access to sea harbours.

Therefore, these areas have affordable downsides, specifically in relation to the greater costs compared to chemical places in Western Europe that have superb access to sea harbours and connected waterways.

- The existing cost negative aspects resulting from the standard place as well as missing West-East connections are an important advancement obstacle for the Chemical Sector in CEE.
- These competitive drawbacks are additionally boosted by the out of proportion use of roadway transportation as well as the resulting lower use affordable railways.

In numerous regions, specifically in Eastern Europe, road website traffic has reached its capacity limits.

Further deficits are an obstacle to the growth of the chemical collections: Capacities as well as the growth of transport framework are not completely oriented towards the needs. There is a lack of harmonisation of technological, management and also social guidelines and legislations in Europe. Moreover insufficient European control of transport relevant decisions for the nations worried stays a trouble.

*There are shortcomings in the organisation of transport, especially in the conception of intermodal terminals and the further advancement of innovations for the transfer of products in between different transportation media. Inadequate priority is offered to freight website traffic contrasted to passenger traffic.*

Finally, there is no cumulative method to share as well as find logistic services in the relevant regions and countries. The target team of the task contains chemical enterprises, logistic carriers, national and regional political leaders, nationwide and local ministries for transportation and financial affairs, Regional Growth Agencies, Chambers of Commerce and also Research Institutions.

- There are about 2500 Chemical ventures as well as 200 enterprises in the area of logistic suppliers been experts in chemicals in the companion areas.
- Additionally, there are about 50 Chambers of Commerce and 50 Research Institutes.
- The chemical ventures as well as logistic providers have an interest in enhancing structure conditions to move their products as well as feedstock in Central Europe in relation to lowered expenses, increased speed, much better dependability and also flexibility in addition to greater safety and security.
- The logistic service providers are interested in improved logistics as well as transport of chemical items.

The national and also local administration and chamber of business intend to enhance chemical logistics to strengthen competition of the economic climate. Global cooperation is crucial for the accomplishment of the anticipated outcomes due to the complexity as well as multinational measurement of chemical logistics in Central Europe.

**The Chemical Market itself is one of the most globalized commercial branches in Europe, 50 to 60% of its products are exported.**

In addition, the biggest parts of the feedstocks are moved to the production places, mainly from Russia. For That Reason the Chemical Market is 5 responsible for a big share of multinational freight transport in Central Europe. The task intends to work with the various measurements of logistics e.g. rail, river, intermodal transportation, pipelines and harmonisation of guidelines.

- The largest barriers in these locations arise from various framework conditions, policies as well as guidelines in the companion nations.
- The lack of teamwork at global degree in the area of multinational logistics is the major reason for numerous deficits in the area.

The project particularly intends to enhance this situation. In addition the department of Europe during the Cold War has not allowed the growth of functioning transportation networks similar to those that have actually emerged in Western Europe in the past decades.

**Therefore the augmentation of the European Union is still a specific difficulty for chemical logistics.**

In order to establish solutions to the above stated issues it is needed to combine the appropriate stakeholders from the partner countries in order to initiate a multinational participation process. This procedure will permit the global transfer of experience and also common understanding. Additionally Expediency Studies for certain multinational logistic projects will be established under engagement from partners of various nations.

*Ultimately the growth of the joint approach as well as activity plan is a task that can only be agreed by partners from the appropriate nations in order to agree on future priorities for framework planning. 1.2 Job Concept The job idea has actually been created by the partners during the discussion of the High Degree Group for the Competition of the Chemical Sector in Europe, which united high-level representatives from the European Commission, Participant States and Industry.*

The European Chemical Regions Network, which stands for the joint rate of interest of 19 chemical areas from 9 nations participate in the High Level Team and has recommended a more extensive participation in the area of logistics in CEE, which has located wide support by the High Degree Group Members.

In order to further create the project idea a workshop was arranged on 20.02.08 in Magdeburg with participants from Germany, Poland, the Czech Republic and the European Payment, which have actually agreed on the main objectives and also activities of the jobs as well as an effective job application as been established.

**The task is financed by the INTERREG IVB Central Europe Programme and also was approved on 25.09.2008.**

The project period is 3 years from November 2008 to October 2011 with an overall spending plan of 2.2 Mio. Euro, whereas 1.7 Mio. Euro are funded by the European Regional Development Fund (ERDF).