



# REGIONAL ACTION PLAN

## SAXONY – LOWER SILESIA

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For improving cross-border passenger rail  
transport Saxony - Lower Silesia

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Saxon State Ministry for Economic Affairs, Labour and Transport

STAATSMINISTERIUM  
FÜR WIRTSCHAFT  
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Freistaat  
**SACHSEN**

Lower Silesia - Marshal`s Office of Lower Silesia



Municipality of Boleslawiec



Transport Association Upper Lusatia/Lower Silesia





# TRANS-BORDERS

The Trans-Borders project, together with its Polish and German partners, aims to make a significant contribution to improving German-Polish relations in the field of rail passenger transport.

In recent years, quantitative and temporal improvements have been achieved between the two states and between the Free State of Saxony and the Lower Silesian Voivodeship. The measures envisaged within the framework of the Trans-Borders project will continuously underpin this process.

With the development and updating of the Regional Action Plan for linking the next TEN-T nodes Dresden and Wrocław, a strategy for sustainable cross-border passenger transport is to be supported with proposed measures and activities.

Based on the needs of the joint border regions, the action plan represents a sustainable measure for the development of the ongoing Trans-Borders project, especially with regard to the planned pilot activities and the establishment of a Saxon-Lower Silesian steering group for rail transport.





# MOTIVATION

The bordering regions of Saxony and Lower Silesia are situated in a peripheral position between the two of the four European core network corridors of the European railway traffic, between the Orient-East/Med corridor and the Baltic-Adriatic corridor. For the development of both regions, it is essential to improve the accessibility to the corridors and their respective nodes. For the population, this means not only an improved quality of life but also access to education and employment for the regions and their inhabitants. In the Saxon part of the Trans-Borders project region, central routes such as the one from Dresden to Görlitz are still waiting to be electrified. The Dresden-Görlitz route could be used so efficiently with electrification that it would become a real alternative for the up to 40,000 commuters from the region.

According to Wrocław, the main railway lines in the Lower Silesian part of the region affected by the Trans-Borders project have already been modernized or are in a very advanced stage of construction (the majority of the lines have already been modernized). The modernization of the railway line from Wrocław via Legnica, Bolesławiec, Węgliniec to Zgorzelec was completed in 2015. This infrastructure is characterized by high capacity and accessibility. In 2018-2019, one of the key projects in the field of traffic relations between Lower Silesia and Saxony will be implemented, namely the electrification of the approximately 25 km long section from Węgliniec to Zgorzelec. The electrification of the border crossing Zgorzelec - Görlitz, and in the further time horizon towards Dresden, is still problematic. Thanks to the cooperation of both regions and the naming of the topic Electrification of the border crossing Zgorzelec - Görlitz, this problem was addressed at the government level of both countries so that an implementation seems closer. The compatibility of these activities may allow the Görlitz railway station to become a cross-border hub station, not only for traffic relations in Saxony but also for the western part of Lower Silesia. The finalization of the electrification of the entire transport corridor Wrocław - Dresden, on the other hand, may lead to the opening of an entire communication line for international connections from, for example, central Poland or south-eastern Poland.

One of the problems, which still requires a high level of commitment and decisive action, is the revitalization of the remaining railway infrastructure, which is connected to the main transport corridor E-30. The technical condition of these railway lines and other facilities used for passenger handling leaves much to be desired. One example is the route between Jelenią Góra and Zgorzelec, whose increasingly deteriorating technical condition makes it difficult to create attractive transport offers, both quantitatively (number of traffic) and qualitatively (traffic times, transfer times).



A valuable element of the development of the border area is the revitalization of railway lines, which have a great potential in passenger transport to attractive tourist destinations. As examples, we can mention the lines Gryfów Śląski and Świeradów-Zdrój as well as Jelenią Górą and Karpacz respectively Kowary. Their reactivation can not only contribute to a better and more economical transport of tourists but also create transport alternatives for the employees in the tourism sector of these villages. A social and economic activation of border areas and thus more attractive conditions for cross-border cooperation between neighbors can be achieved in many areas by counteracting the traffic isolation of areas.







## INITIAL SITUATION IN SAXONY

After a temporary interruption, direct rail traffic between Dresden and Wroclaw was resumed as regional traffic in December 2015. However, existing obstacles must be removed in order to ensure a constant connection with increased comfort and, above all, shorter travel times. The main obstacle is the non-electrified section between Dresden and the Polish border. In addition, mechanisms for the permanent financing of this connection should and must be found.

With its ratification in April 2016, German-Polish rail transport in the Federal Republic of Germany is based on the Act on the Agreement of 14 November 2012 between the Federal Republic of Germany and the Republic of Poland on Cooperation in the Field of Rail Transport across the German-Polish State Border.

In addition to definitions, the law regulates, among other things, the following:

- cooperation between railway supervisory authorities,
- cooperation in rail transport across the common national border with regional and local significance,
- cooperation between infrastructure managers,
- rail transport across the common national border,
- and the establishment of a joint working group.

Reporting and discussion on the further development of German-Polish rail transport take place regularly within the framework of meetings of the Committee for Cross-Border Cooperation of the German-Polish Government Commission for Regional and Cross-Border Cooperation. At the 37th meeting of the Committee for Cross-Border Cooperation of the German-Polish Government Commission for Regional and Cross-Border Cooperation on 12 April 2018 in Berlin, various aspects of cross-border cooperation and cross-border local and long-distance transport were discussed.



For several years now, the joint infrastructure group of DB Netz AG and PKP PLK S.A. has been supporting the expansion and modernization of cross-border railway infrastructure links. As a result, numerous projects were advanced, including the renewal of the railway bridge near Frankfurt /Oder and the repair of the railway viaduct bridge near Görlitz. Another measure is the completion of work on the extension and electrification of the Hoyerswerda-Horka-Węliniec line.

The foundations for successful cooperation were laid with the ratification of the Agreement between the Federal Republic of Germany and the Republic of Poland of 14 November 2012 on Cooperation in the Field of Rail Traffic across the German-Polish State Border. In September 2016, the Management Boards of DB Netz AG and PKP Polskie Linie Kolejowe (PLK) S.A. signed an infrastructure agreement. In the agreement, the companies define the cooperation and responsibilities for the operation of the infrastructure on the nine German-Polish railway border lines, including the following:

- Horka Gbf–Węliniec
- Görlitz–Zgorzelec and
- Hagenwerder–Krzewina Zgorzelecka–Zittau.

The contract focuses, among other things, on principles for the construction of infrastructure facilities and for the maintenance of railway infrastructure, but also for the planning and preparation of construction work. Further topics are cross-border operations management and train path allocation. In particular, the focus is on the modernization of border operating routes for passenger and freight traffic, the renewal of railway bridges and the installation and linking of new control and safety technology.

The Federal Transport Infrastructure Plan 2030 (BVWP 2030) is the current version of the Federal Transport Infrastructure Plan, the central plan for the construction and expansion of supraregional transport routes in the Federal Republic of Germany. The plan was drawn up by the Federal Ministry of Transport and Digital Infrastructure. The Federal Transport Infrastructure Plan is the Federal Government's central and intermodal planning instrument for transport policy. This most important control instrument for transport infrastructure policy is to apply until 2030.



For the Saxon region of the Trans-Borders project region, two major infrastructure projects were applied for and accepted for inclusion in the Federal Transport Infrastructure Plan 2030. These include the new Dresden-Prague rail line and the extension and electrification of the Dresden-Görlitz-borderline D/PL line. Planned projects from the BVWP 2030 will be evaluated according to various criteria and prioritized accordingly. Contrary to the previous commitments of the Federal Government, the result of the evaluation for the project "Expansion and Electrification Dresden - Görlitz - DE/PL Border" is still pending. The Free State of Saxony expects the federal government to provide timely information on the results of the cost-benefit analysis. The Free State of Saxony has demonstrated a high demand for the announced electrification of the line from Dresden to Görlitz and has the plans as the Free State of Saxony. To this end, a contract was concluded between the Free State of Saxony and DB Netz AG.

The preliminary planning that has already been started involves the complete electrification of the "Ostmagistrale" from Dresden-Klotzsche and the closing of the gap in the overhead line on the border with Poland. The planning on the 103 km long lines includes:

- Electrification gap closure at the PL/D - Görlitz border
- Electrification Dresden - Görlitz
- Extension of the line to increase the speed to 160km/h
- and the electrification Arnsdorf - Kamenz.

The following planning services are provided:

- Object planning traffic facilities
- Project planning for engineering structures and structural design
- Object planning for buildings and structural design
- Technical equipment for OLA/50 Hz systems
- Technical equipment for ST/TC systems





- Services for subsoil consulting
- Surveying services
- and planning services for EIA and FCA compatibility.

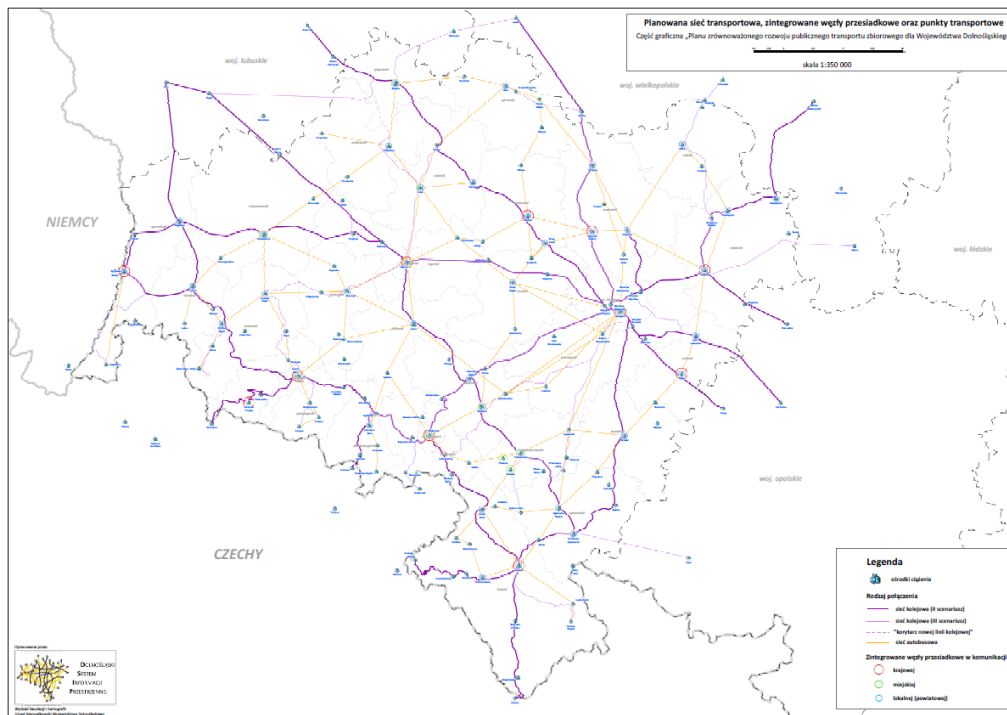
The planning services are to be provided by November 2019.





# INITIAL SITUATION IN LOWER SILESIA

The "Plan for the Sustainable Development of Public Transport in the Lower Silesia Voivodeship" is an overarching document for the planning of the transport network in Lower Silesia. This document describes the long-term development perspective of the transport network not only within the voivodeship but also with the neighbors and countries bordering the voivodeship. Figure 1 shows the current and planned transport network.



**Figure 1: Planned transport network of Lower Silesia**



The figure above shows that the transport network in Lower Silesia is designed in a centrist form around Wrocław. This results not only from the infrastructural conditions but also from the economic and social importance of the city as a natural producer of traffic. For the coherence of the transport network as a whole, it is again important to connect individual local transport lines to the main transport axes and also that there are short railway lines to touristically and economically attractive towns which - remote from the most important main transport corridors - are confronted with infrastructural problems due to their geographical location.

A significant problem requiring decisive action is the improvement not only of the road but also of railway infrastructure, as experience in recent years has shown that a train is often the cheaper transport alternative preferred by the inhabitants. But these objectives can only be achieved if the modernization work is carried out not only on the main transport axes (where this is already happening intensively) but also on the local routes, often peripherally located. The revitalization of typical regional routes can contribute to the social and economic revitalization of different areas and to the development of transport links between them.

The border area between the Lower Silesian Voivodeship and the partners in the Trans-Borders project is connected to Wrocław by two main transport routes:

- Wrocław - Legnica - Bolesławiec - Zgorzelec - (Görlitz - Dresden)
- Wrocław - Wałbrzych - Jelenia Góra.

The technical condition of the line leading to the border crossing with Saxony in Görlitz can be described as very good. This line has been modernized until 2015 and is characterized by a very good capacity and accessibility. In the years 2018-2019 one of the key projects in the field of traffic relations between Lower Silesia and Saxony will be implemented, namely the electrification of the approximately 25 km long section from Węglińiec to Zgorzelec. The electrification of the border crossing Zgorzelec - Görlitz, and in the further time horizon towards Dresden, is still problematic. Thanks to the cooperation of both regions and the naming of the topic Electrification of the border crossing Zgorzelec - Görlitz, this problem was addressed at the government level of both countries so that an implementation seems closer. The compatibility of these activities may allow the Görlitz railway station to become a cross-border hub, not only for traffic relations in Saxony but also for the western part of Lower Silesia.



The route from Wrocław via Wałbrzych to Jelenia Góra is currently being revitalized. Many sections, especially between Wałbrzych and Jelenia Góra, have already been completed. Thanks to this, the journey time of the regional trains has been reduced from formerly 3 h 30 min. to now 2 h 10 min. Intensive construction work is currently taking place in the Wałbrzych area, resulting in restrictions on capacity and problems in planning transport services according to needs. The completion of all works for this line is planned for the next 3-4 years.

On the other hand, the technical condition of the local railway lines, on which SPNV currently operates, from Jelenia Góra to Zgorzelec and from Jelenia Góra to Piechowice is highly unsatisfactory. Thanks to the efforts of the Lower Silesian Voivodeship, the section from Piechowice to Szklarska Poręba Górna was revitalized from the Regional Operational Programme of the Lower Silesian Voivodeship for the years 2007-2013. Following the takeover of the section by the Lower Silesian Voivodeship Local Government and the subsequent rehabilitation of the remaining section up to the Jakuszyce-Harrachov border crossing, this section represents a transport link connecting Lower Silesia with Kraj Liberec. The current Regional Operational Programme of the Lower Silesia Voivodeship for 2014-2020 provides for the planning of the implementation of another investment to improve the technical condition of the infrastructure in the border region. It is the project of revitalization and implementation of electrification of the section Lubań Śląski - Zgorzelec, which has a significant impact on the improvement of quality and functionality of infrastructure in the border region Lower Silesia and Saxony.

Reconstruction work is also necessary on many lines that have a significant passenger potential but are in a technical condition that does not currently allow any traffic to be carried out:

- Jelenia Góra - Lwówek Śląski - Legnica,
- Gryfów Śląski - Świeradów-Zdrój,
- Jelenia Góra - Karpacz/Kowary,
- Zgorzelec - Bogatynia.



A low availability of funds does not allow implementing the most important tasks from the point of view of local and cross-border needs. Without the involvement of the Land level in regional projects, the process of improving the technical condition of the railway infrastructure will be a long-lasting one whose real prospects are difficult to assess.



# ACTIONS

In the third project period, actions (measures) to achieve the Saxon-Lower Silesian project objectives will be defined. There will be three different packages of measures.

- a joint action bundle Saxony/Lower Silesia
- a bundle of actions Lower Silesia
- a bundle of actions Saxony







## ACTIONS SAXONY / LOWER SILESIA

### The aim of the actions

The joint aim is the permanent establishment of high-quality and sustainably financed rail passenger transport between the Free State of Saxony and the Lower Silesian Voivodeship. In order to create the necessary conditions for this, it is necessary to sensitize different groups of decision-makers and stakeholders to the topic and to accelerate or implement corresponding decision-making processes. The focus should be on this:

- a high-quality rail connection Dresden-Wroclaw
- sustainable solutions for financing international rail passenger transport
- the creation of a future discussion and decision-making format for issues relating to international public passenger transport
- and the development of a joint pilot project.

### Implementation of actions

The following measures will be jointly developed within the Trans-Borders project:

- Addressing the topic of rail passenger transport between Saxony and Lower Silesia on a political level (decision makers)
  - Joint Statement for the 38th Meeting of the Committee for Cross-Border Cooperation of the German-Polish Government Commission for Regional and Cross-Border Cooperation (2019)
  - Prime Minister of the Free State of Saxony and Marshal of the Lower Silesian Voivodeship
  - Transport Minister of Saxony and Lower Silesia
  - Specialist department/departments of the state ministries



- Addressing the topic of rail passenger transport between Saxony and Lower Silesia at a technical level (lobbyists)
  - Special purpose public transport associations
  - Rail transport companies (DB Regio AG, Die Länderbahn, ODEG, KD)
  - Infrastructure manager (DB Netz AG, PKP Polskie Linie Kolejowe (PLK) S.A.)
  - Euroregion
  - Lobby associations (VDV, Pro-Rail Alliance, German-Polish Rail Passenger Transport Initiative)
  - Tourism associations (LTV, tourism association Upper Lusatia-Lower Silesia, tourism association Elbland Dresden)
  - Trade associations (IHK Dresden, Lower Silesian Chamber of Commerce (Dolnośląska Izba Gospodarcza)
  - Lower Silesian Chamber of Crafts (Dolnośląska Izba )
  - German-Polish Chamber of Industry and Commerce (Polsko-Niemiecka Izba Przemysłowo Handlowa)
  
- Sustainable solutions for financing cross-border rail passenger transport
  - Model for ensuring the long-term financing of high-quality cross-border rail passenger transport
  - Adapted to the stages of development
  
- Evaluation of possible discussion and decision formats for issues relating to cross-border public transport
  - duties
  - participants
  - organizational form



- Initiation of a joint pilot project
  - Cooperation with tourism associations and railway undertakings
  - Involvement in the future Boleslawiec mobility center





# Actions Lower Silesia

## The aim of the actions

One of the most urgent tasks requiring decisive action on the part of Lower Silesia will be to improve the technical condition of the local railway lines leading to border crossings, as well as those whose accessibility will increase the tourist and economic attractiveness of the border area. As a result of these measures, it will be possible to offer more favorable cross-border transport services, which will be possible in terms of both quantitative requirements (number of connections) and qualitative requirements (competitive travel times, favorable transfer times).

The rail link Dresden - Wrocław - Dresden, which is a troubling example of cooperation between Saxony and Lower Silesia, requires more intensive work and discussions on the organization and financing of transport. The current problems with the small fleet capacity to serve these connections, the high costs of renting the fleet and its inadequate operating parameters in terms of infrastructural possibilities, require coordination regarding a future organizational model of the connections.

## Implementation of the actions

- Ongoing monitoring of the state of implementation of infrastructure projects and efforts by the competent Ministry of Transport and the Railway Infrastructure Manager PKP Polskie Linie Kolejowe S.A. to ensure its own funds and funds from other programmes to carry out necessary work to improve the efficiency and accessibility of local lines in the border region:
  - Implementation of the project to revitalize the railway line for the section Lubań Śląski - Zgorzelec, including its electrification (1st stage) from the Regional Operational Programme of the Lower Silesian Voivodeship for 2014-2020;
  - Lobbying the Infrastructure Manager PKP PLK S.A. to obtain funds to carry out the revitalization works for the Jelenia Góra section - Lubań Śląski
  - Obtaining funds to carry out revitalization works for the railway sections Gryfów Śląski - Świeradów-Zdrój and Jelenia Góra - Karpacz/Kowary;
  - Lobbying the infrastructure manager PKP PLK S.A. to obtain funds to carry out revitalization works for the Jelenia Góra - Piechowice section (within the framework of the RPO WD 2014-2020 and the program "Integrated Investments of the Territorial Agglomerations", the infrastructure



- for passenger handling on the Jelenia Góra - Piechowice section will be upgraded and new stops will be built to improve accessibility and make the section more attractive);
- Obtaining funds within the framework of the upcoming financing period of the European Union to carry out revitalisation works on the section Jelenia Góra - Lwówek Śląski - Złotoryja - Legnica, which will provide an axis of integration between the E30 transport corridor connecting Wrocław and Dresden and the Wrocław - Wałbrzych - Jelenia Góra - Szklarska Poręba Górna, which connects the Lower Silesia region with Kraj Liberec.
  
  - Arrangements between the Marshal's Office of the Lower Silesian Voivodeship (UMWD) and the Transport association Upper Lusatia and Lower Silesia (ZVON) on the future expected operating model of the transport connection Wrocław -Dresden, including the functioning of the Görlitz railway station as a cross-border transfer point:
    - Cost limitation in the operation of the connections by, for example, waiving the hiring of vehicles that are approved for traffic on both the DB and PKP PLK networks;
    - Organizational changes enabling the use of vehicles with a higher capacity on the Lower Silesian side in order to limit overcrowded trains on the currently operated direct connections;
    - Use of modern electric vehicles of Koleje Dolnośląskie S.A. for operation on the modernized section between Wrocław and Zgorzelec (the missing electrification of the approximately 25 km long section from Węgliniec to Zgorzelec is planned for 2018-2019) for full utilization of technical infrastructure parameters (maximum speed 160 km/h);
    - Improving the attractiveness of connections, including shorter journey times;
    - Improvement of transfer connections at Görlitz railway station.



# Actions Saxony

## The aim of the actions

The most urgent task for the Saxon side is the rapid expansion and electrification of the Dresden-Görlitz-border line (DE). In addition, transitional solutions to improve the quality of the cross-border connection are to be found. In the meantime, all conceivable measures are to be taken to secure and accelerate the electrification of the Dresden-Görlitz state borderline.

## Implementation of the actions

- Outstanding comments Federal Transport Infrastructure Plan
  - Listing of the line in the Federal Transport Infrastructure Plan (highest priority, urgent need)
- Conference of Transport Ministers (special electrification programme)
  - Securing the financing of the line in the additional federal electrification programme
- Intermediate status of preliminary planning
  - Checking for further preliminary planning with financial resources of the Free State of Saxony
- Examination of possible legal forms of a joint Saxony-Lower Saxony Steering Committee
  - Suitable legal form, e.g. EGTC
- Search for best practice in German-Polish cross-border public rail transport
  - Best practice in the federal states of Berlin-Brandenburg and Mecklenburg-Western Pomerania Measures ZVON