

OUTPUT FACT SHEET

Pilot action

Project index number and acronym	CE973 TRANS-BORDERS
Lead partner	Saxon State Ministry for Economic Affairs, Labour and Transport
Output number and title	D.T2.2.1
Investment number and title (if applicable)	Not relevant.
Responsible partner (PP name and number)	Saxon State Ministry for Economic Affairs, Labour and Transport (LP)
Project website	www.interreg-central.eu/trans-borders
Delivery date	11/2020



Summary description of the pilot action (including investment, if applicable) explaining its experimental nature and demonstration character

Within the framework of the project, the possibilities for the cross-border procurement of rail vehicles between Germany and Poland were investigated. Up to now, vehicles in passenger rail transport have been procured by the respective transport companies or regional authorities (nationally). Joint procurement across borders does not take place. Consequently, this is a measure with an innovative character.

In the first step of the project, the framework conditions in both countries were analysed. The key points are the operational and infrastructural aspects as well as legal matters. Furthermore, the possibilities in connection with vehicle procurement and financing were generally pointed out and risks were pointed out. A generally applicable guideline for cross borders rail procurement was prepared.

In addition, the passenger potential in connection with direct cross-border connections from Dresden to Wrocław was investigated. Based on these results, a cost calculation analysis was carried out with a comparison of the train costs in single-system operation (national) and multi-system operation (cross-border). As a result, cross-border train connections are not economically feasible without additional financial support due to the significantly higher investment costs. Moreover, the operational costs are higher.

NUTS region(s) concerned by the pilot action (relevant NUTS level)

DED - Saxony (DE)
PL51 - Lower Silesia (PL)

Investment costs (EUR), if applicable

No investment costs

Expected impact and benefits of the pilot action for the concerned territory and target groups and leverage of additional funds (if applicable)

Through the research, the critical factors and possible actions could be worked out. The study provided an insight into the complexity of the topic.

The clarification of the financing issues is decisive for the success of a joint vehicle procurement and financing in connection with a cross-border tender for the transport service. The investment costs for rolling stock for cross-border operation DE-PL are significantly higher compared to single-system vehicles. Without financial support from the countries or the EU, no economic train operation can take place.

Sustainability of the pilot action results and transferability to other territories and stakeholders.

The study on operational, infrastructural and legal aspects with comparison between the countries Germany and Poland is generally valid and can also be used for other cross-border projects in rail transport DE-PL. In addition, the guideline with the focus on cross-border vehicle procurement and financing is also transferable to other regions.

Lessons learned and added value of transnational cooperation of the pilot action implementation (including investment, if applicable)

The TRANS-BORDERS project has shown, how important personal contact between the participants is for achieving the goals and for elaborating joint documents. Due to the Corona pandemic, no more personal meetings could take place. This led to delays in the project progress, as the timeline for elaboration of the output was not synchronised (delays in tender on the Polish side due to the pandemic situation). In addition, the project has shown how complex some topics are due to country-specific regulations. The idea of harmonising processes and regulations in the sense of the EU has thus become even more comprehensible. Nevertheless, all relevant stakeholders were involved and the output is a substantial basis for the upcoming discussion process for upgrading the rail infrastructure on the Saxon side of the border region and the related vehicle requirements for cross-border public transport for the time horizon 2030+.

Contribution to/ compliance with:

- relevant regulatory requirements
- sustainable development - environmental effects. In case of risk of negative effects, mitigation measures introduced
- horizontal principles such as equal opportunities and non-discrimination

No contributions.

References to relevant deliverables (e.g. pilot action report, studies), investment factsheet and web-links

If applicable, additional documentation, pictures or images to be provided as an annex

The results are clearly presented in the project report.