

OUTPUT FACT SHEET

Pilot action

Project index number and acronym	CE973
Lead partner	Saxon State Ministry for Economic Affairs, Labour and Transport
Output number and title	T2.4.1, T2.4.2
Investment number and title (if applicable)	Not relevant.
Responsible partner (PP name and number)	LP - Saxon Ministry for Economic Affairs, Labour and Transport
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

The pilot activities began with the intention and goal of noticeably improving relations in Saxon-Lower Silesian transport at the political and administrative level as well as at the operational level and transferring them into an organised form. The establishment of corresponding steering committees was planned. Already in the first phase of development, a third party, the Czech project partner KORID LK, made it clear that a more sustainable solution could be achieved with the involvement of the Czech side, a solution for the entire border triangle DE/CZ/PL. The route is longer and more complex, but it offers the opportunity not only to solve the traffic problems of cross-border transport, but the solution also offers the chance to jointly plan and manage infrastructural projects in the dense railway network.

On the German side, this proposal received an unreservedly positive assessment. First of all, it will be examined how the future tasks can be mapped in the existing Polish-Czech EGTC NOVUM by expanding the EGTC to include partners from Saxony. Discussions and negotiations were started with the management of the EGTC NOVUM. However, it had to be recognised that the territorial orientation of the EGTC NOVUM is too large for the tasks in the border triangle. Therefore, the solution was prioritised with the help of the foundation of an independent EGTC in the border triangle.

This approach requires a completely new approach, as new partners must be involved, at least on the German side. Contacts and discussions with stakeholders and decision-makers in Saxony were extensive and could not be fully completed. However, it was possible to achieve that the Saxon stakeholders and interest representatives spoke out in favour of the establishment of an independent EGTC in the border triangle and that the decision-makers will implement this will.

Within the framework of the best practices, various EGTCs were considered, which operate in larger rural regions and have integrated cross-border public transport in their area of responsibility. The lead partner succeeded in winning the management of the German-French EGTC PAMINA for cooperation, which will initially start with a consultation. At a later stage, when the partnership of a future EGTC has been fixed, the EGTC will support PAMINA in an advisory capacity in setting up the structures and transferring the tasks.

As a result of the memorandum initiated by the project partner KORID and the governor of the Liberec region, the integration of the planned EGTC found expression as an intended form of future cooperation to improve the connection of the three-country region to the European TEN-T nodes and the existing TEN-T network.

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

NUTS3 Level
DE - DED2C, DED2D
PL - PL515, PL516, PL517
CZ - CZ042, CZ051

Investment costs (EUR), if applicable

Not yet applicable.

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

It is a clear recognition that the entire three-country region is entering a new, higher level of cooperation with the establishment of an EGTC for joint coordination of cross-border transport. At a joint conference in February 2019 in Zittau (DE), the first benefits and influences became visible, as future jointly coordinated infrastructure planning will require joint spatial planning activities. This will create a basis for cooperation that goes far beyond the area of cooperation in cross-border transport.

The initial aim is for the partners to jointly plan and coordinate all rail passenger transport within the border triangle as well as the connection to the higher-level network. This includes organising the procurement of trains that can be used in the different systems of the three countries. The corresponding pilot from TRANS-BORDERS provides the first impetus here.

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

The sustainability of the chosen approach results from the form of future cooperation. This form requires a high degree of networking of the processes in all participating regions. It highly promotes the territorial cohesion of the regions and will further improve working and living conditions and enhance the quality of life. With the connection of the region to the superordinate TEN-T network through future high-quality connections, the competitiveness of the region will be significantly strengthened. By consistently relying on rail passenger transport to solve cross-border passenger transport problems, future EGTC will make a significant contribution to reducing CO2 emissions and promote environmentally friendly modes of transport.

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

During the work on the objectives of a future EGTC, it could be established that the participating regions in the Euroregion Nysa/Neisse/Nisa pursue high goals in questions of future infrastructure as well as the management of public transport. However, the goals are not coordinated in detail. To cope with the upcoming self-imposed tasks. It is therefore an experience from this project that the regions of the joint Euroregion have to revise their objectives and delegate certain tasks to the future EGTC. These steps have to be coordinated together and the regional policies have to be respected and adapted if necessary.

Another lesson learned is that for each future task of the EGTC, the stakeholders and decision-makers must give their consent and full support before these steps are taken. This will be a process that will not be completed in a few weeks.

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 negative effects are expected. Due to the strict focus on strengthening cross-border public passenger transport, positive environmental effects are expected. This applies in particular to the fact that the strengthening of rail passenger transport will be in the foreground.