

# OUTPUT FACT SHEET

## Pilot action

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| <b>Project index number and acronym</b>            | CE973  |
| <b>Lead partner</b>                                | Saxon State Ministry for Economic Affairs, Labour and Transport  |
| <b>Output number and title</b>                     | D.T2.3.4, Pilot implementation Railway line Dresden-Wroclaw  |
| <b>Investment number and title (if applicable)</b> | Not relevant.  |
| <b>Responsible partner (PP name and number)</b>    | LP - Saxon State Ministry for Economic Affairs, Labour and Transport<br>PP3 - Lower Silesia - Marshal`s Office of Lower Silesia<br>PP5 - Transport association Upper Lusatia / Lower Silesia |
| <b>Project website</b>                             | <a href="http://www.interreg-central.eu/trans-borders">www.interreg-central.eu/trans-borders</a>   |
| <b>Delivery date</b>                               | 11/2019  |

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

In the first step, the specific railway operational and geographical situation in the focus area was analyzed in a Regional Analysis. The differences were worked out and compared with each other. The main objective of the study was to determine the importance of electrification on the Dresden-Görlitz section, in particular with regard to cross-border traffic. In the further course of the project, a Regional Action Plan Saxony - Lower Silesia was prepared and the necessary measures were defined and described. Both documents, the Regional Analysis and the Regional Action Plan formed the basis for the pilot.

The following steps were carried out:

- Timetable analysis with FBS and calculation of travel time savings
- Capacity investigations on the relevant Dresden-Klotzsche sections
- Investigation of possible dual-system vehicles and presentation of technical possibilities
- Comparison of the results with the results of the evaluation within the framework of the Federal Transport Infrastructure Plan
- Ensuring the financing of the electrification of the Dresden-Görlitz state border section DE/PL

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

DE - Dresden (DED2)  
PL - Dolnośląskie (PL51)

### Investment costs (EUR), if applicable

Following its inclusion in the Structural Development Act, which has already been approved, the project will be included in the Federal Transport Infrastructure Plan. The costs amount to approximately 400 Mio Euro.

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

The importance of cross-border connections was emphasized. There will be various benefits of linking the regional rail passenger transport of both countries but under the conditions of electrification. At the moment, there are no suitable dual-mode/hybrid railcar solutions available for cross-border connections between Germany and Poland. Electrification of the line will significantly improve the quality of life of the population in the region, which is rather structurally weak due to poor transportation conditions. The introduction of long-distance passenger rail transport would also be feasible.

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

The most important criterion for the implementation of cross-border concepts is the involvement of all stakeholders and trustworthy cooperation. Initially, a kick-off meeting should be organized with all participants.

So far, there are no dual-mode local railcars for cross-border use between Germany and Poland, which is due to the fact that the vehicles are not allowed. In the future, however, developments can be expected in this issue.

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

In the course of the many discussions and meetings, it was recognized that building effective communication and trustful cooperation are essential to the successful implementation of the pilot action. Therefore, it is often important to involve an external mediator. There is also a potential for improvements at the political level. Nevertheless, the cooperation between the organizations has improved considerably in recent years and several projects have been realized. Without the common will and the political support, it can be difficult for the projects to be realized on a cross-border level. An EGTC (European Grouping of Territorial Cooperation) would be one way of promoting projects in the region.

**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

With the implementation of the project, significant savings in pollutant emissions will be recorded. In addition, the measure offers the possibility of shifting truck traffic from road to rail in the medium to long term.

The electrification enables the use of electric railcars, which alone will result in savings of 5.500 tons of CO2 per year.

**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**

See ANNEX

**ANNEX:**



