

OUTPUT FACT SHEET

Strategies and action plans

Project index number and acronym	CE1410 REIF
Output number and title	O.T1.3 - Regional priority lists of actions & Definition of policy measures
Responsible partner (PP name and number)	PP1 (TMIL), PP2 (FHE)
Project website	interreg-central.eu/reif
Delivery date	30.09.2021

Summary description of the strategy/action plan (developed and/or implemented), explaining its main objectives and transnational added value

Thuringia is covered by 1,500 km rail network and almost 10,000 km of road network. Regarding the rail network Thuringia has the densest (per capita) in Germany. Together with the developments of the locations at the Baltic and Adriatic Sea these are very good prerequisites for Thuringia to participate positively in the development of both transport volumes and logistic concepts. Nevertheless, the development of the railway infrastructure in Thuringia nearly stagnated in the last 15 years.

Due to its central location in Germany and Europe (and proximity to TEN-T corridors) and its relatively dense rail network Thuringia has a high potential for shifting goods from road to rail. There are potential industrial users especially from the wood industry, but most companies do not have a siding. Access to rail freight transport in the Thuringian region is limited by the existing loading points. Without additional or at least sufficient loading points, CT terminals and railports, the share of rail freight transport in the total volume of freight transport cannot be increased.

Furthermore, rail freight transport is in direct competition with freight transport by road. It is therefore always faced with the challenge of making its operation cost-effective. Thus, it is important that there is also passenger transport on a line that is used for rail freight transport.

In order to improve the competitiveness of rail freight transport, some deficits in the infrastructure of the rail network in Thuringia have to be remedied. There are a number of disused railway lines or

sections. These missing connections mean that railway trains in the areas of these gaps have to take long detours to reach their destination. This makes freight transport by rail uneconomical. So, it loses parts of transport share to road transport. The preservation, expansion and reactivation of route sections and access points that are no longer used should therefore be promoted as a priority.

The priority list of actions is based on analyses in WP T1 and aims to address the most pressing issues in order to increase the volumes of freight transported by rail instead of road. The objective of the priority list is to identify and budget actions (investments) in line with the analyses' outcomes, and to link them to regional and national policies. The list of actions includes investments in intermodal terminals and an expansion of the region's freight rail network through revitalization of currently disused tracks. The proposed investment total about 200 million Euros and address both federal and regional transportation ministries as well as public and private rail infrastructure owners.

The results of prior analyses have been discussed with REIF's transnational consortium and were subject of a benchmarking work paper that had put all previous learning into perspective. REIF partner meetings were used to exchange first sets of action proposals and their potential contribution to achieve a growth of rail freight transport. The finalized priority list and identified policies for their realization represent the final results of REIF's WP T1 which was dedicated to analyses and the establishment of concepts for action. Decision-makers within the partner institutions are addressed and empowered with a more profound understanding of the current situation (challenges and obstacles) for rail freight transport and investments required. The priority list of actions and identified policies will further be addressed through REIF activities in WP T3 where a Regional advisory board is created to elaborate a Road map for the realization of proposed actions.

NUTS region(s) concerned by the strategy/action plan (relevant NUTS level)

DEG0, Thuringia

Expected impact and benefits of the strategy/action plan for the concerned territories and target groups

The Priority list of actions and Definition of policy measures is based on prior analyses realized in REIF's WP T1, notably a Baseline study, a Market potential study and a Bottleneck analysis. The results of these analyses have been discussed with the transnational partners of REIF and are summarized in a Benchmarking work paper. The Priority list of actions suggests medium- and long-term investments to promote the growth of rail in the modal split in the transportation of freight. The defined policy measures indicate corresponding programs and policies where proposed actions are to be anchored. The proposed actions are based on detected bottlenecks and unrealized market potentials and are addressed to regional decision-makers. Through the Priority list of actions and Definition of policy

measures decision-makers receive a comprehensive overview on required investments for further consideration. The list will furthermore be addressed by REIF activities in WP T3 where proposed actions are to be discussed with stakeholders and key actors forming a Regional advisory board. That process is leading to a Road map defining how proposed actions will be uptaken on an institutional level.

Sustainability of the developed and/or implemented strategy/action plan and its transferability to other territories and stakeholders

The Priority list of actions and Definition of policy measures is addressed to decision-makers of rail freight transport and related investments. Stakeholders and other key actors will benefit from the document as it forms the basis for further discussion in a Regional advisory board (to be created in WP T3 of REIF) and for the elaboration of a Road map "new rail infrastructure/services 2030". The list's added value is its rooting in the outcomes of previous analyses and transnational exchange.

The process of the list's unbiased elaboration through a Baseline study, a Market potential analysis and a Bottleneck analysis accompanied by transnational exchange and discussion is suitable for any other Central European region aiming at increasing rail freight transport. Related methodologies for studies and analyses have been published on the REIF website.

In preparation of the list of priorities, numerous telephone calls and video consultations with representatives of loading industries, railway infrastructure companies and railway companies, logistic companies, operators of loading terminals and service providers as well as their associations were conducted. In addition, responsible local and regional authorities were interviewed. The transport department of the Thuringian Ministry of Infrastructure and Agriculture was involved in drawing up, select and prioritize this list of actions. This department will coordinate the investments listed beyond the end of the "REIF" project.

Interviews showed that cost estimations without detailed studies in preparation of an infrastructure investment have a great inaccuracy in most cases. A large number of interest groups must be involved. Most actions have a medium to long term time scale for implementation because of large infrastructural measures and investments. Nevertheless, since the way of improving rail infrastructure from the theoretical phase via stakeholder involvement to the implementation in all countries is similar, all actions could be transferred with small adaptations to other Central European countries.

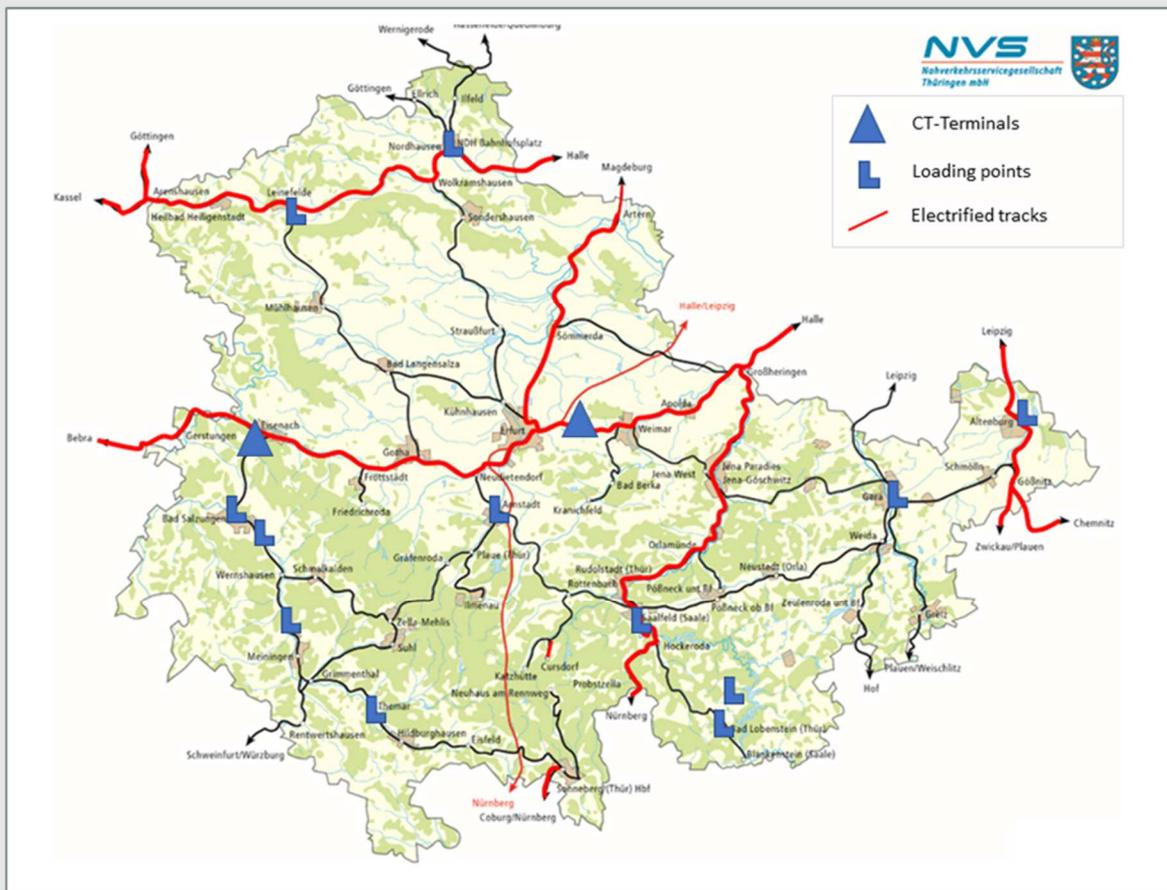
References to relevant deliverables and web-links
If applicable, pictures or images to be provided as annex

The output is based on the following deliverables:

- D.T1.1.5 Regional baseline study
- D.T1.2.3 Market potential analysis
- D.T1.3.3 Regional catalogue of bottlenecks
- D.T1.4.2 Priority list of actions & cost estimates
- D.T1.4.3 Definition of potential policy measures

Download link for the above-mentioned documents: <https://www.interreg-central.eu/Content.Node/REIF/Regional-Strategy-Output-Thuringia.zip>

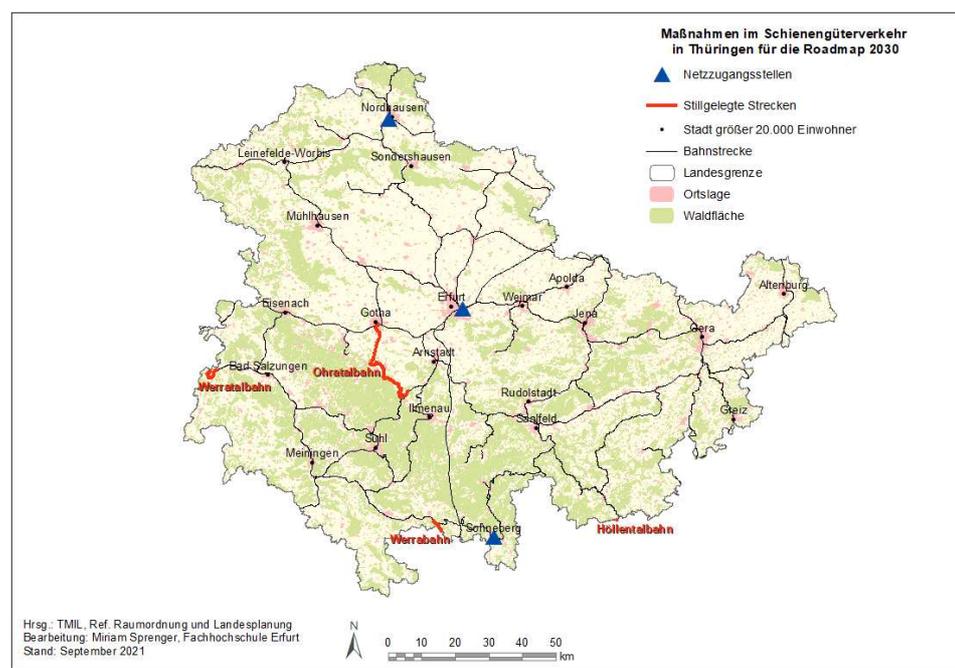
- D.T1.4.1 Benchmarking work paper ([https://www.interreg-central.eu/Content.Node/REIF/Benchmarking-Work-Paper-\(All-Regions\).zip](https://www.interreg-central.eu/Content.Node/REIF/Benchmarking-Work-Paper-(All-Regions).zip))



Loading points of DB Netz AG, Terminals for Combined Transport and electrified tracks in Thuringia



Disused and threatened railway lines in Thuringia



Priority actions in rail freight transport in Thuringia for the Roadmap 2030

