



TAKING  
**COOPERATION**  
FORWARD

 Digital final conference | 9-10 March 2022

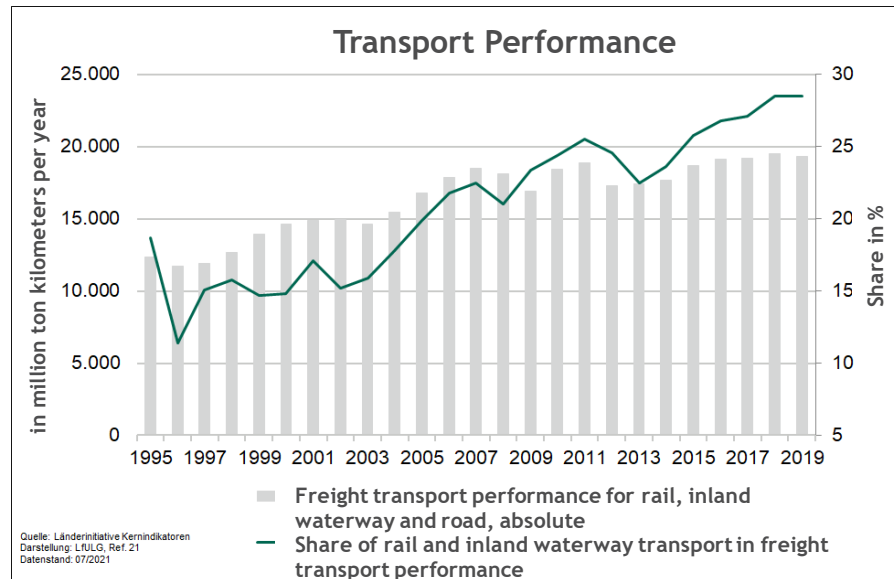
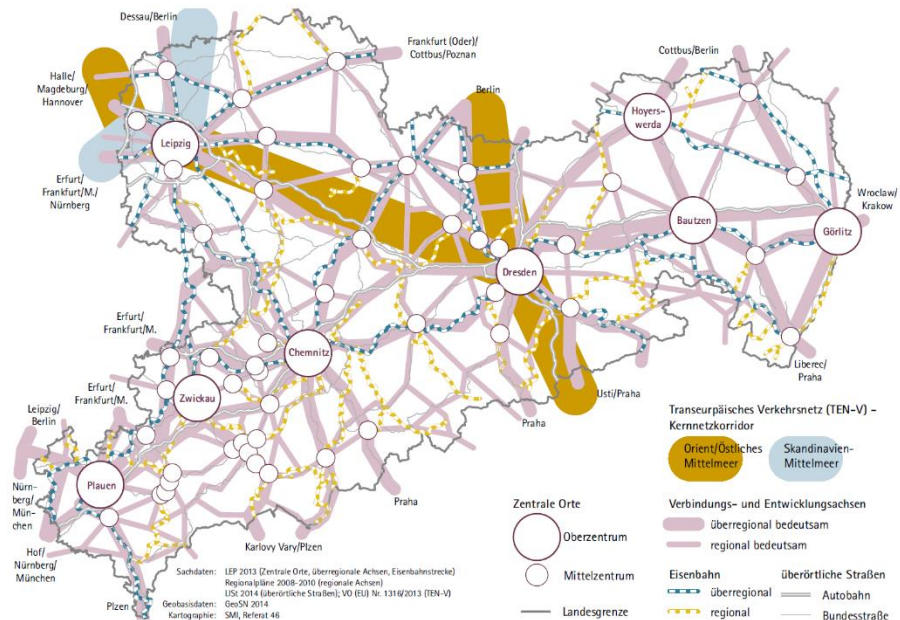
## Corridor Capitalisation Plan for the Free State of Saxony



Henrik Saske | Director | New Railway Line Dresden-Prague EGTC  
Felix Käuferler | Project Manager | Saxon State Ministry for Regional Development

# TERRITORY ADDRESSED

## Free State of Saxony



# CHALLENGES AND NEEDS ADDRESSED

- Road still has a dominant role in freight transport in Saxony, with increasing spatial challenges (environmental pollution, capacity bottlenecks, etc.)
- Closure and dismantling of numerous railway lines in the last decades has led to gaps in the existing route network
- In Saxony, spatial planning is still carried out with a focus on roads
- So far, rail access has not played a dominant role for the location selection of companies in Saxony (this fact is also reflected in location marketing)



# PROCESS AND ACTIVITIES REALISED

| Topic                        | „Entry points for long-distance freight transport“  | „Last mile management in the regions“  | „Rail coordinator in coal regions“  | „Elbe Valley 2040“   |
|------------------------------|---|--|---|--|
| <b>Territorial reference</b> | Free State of Saxony  | Free State of Saxony   | Leipzig-Western Saxony, Upper Lusatia-Lower Silesia   | Upper Elbe Valley/Eastern Ore Mountains, Ústí Region   |
| <b>Coordination</b>          | EGTC  | SMR / EGTC   | EGTC  | SMR / EGTC   |
| <b>Issues</b>                | <p>Developing access points (e.g. railports, loading facilities) to complement major terminals at sub-regional level, along main rail corridors</p> <p>Securing areas and facilities for the formation of 740 m trains (Further) development of terminal infrastructure</p> <p>How will these investments be secured?</p> | <p>Inventory of state and regional planning</p> <p>Development of large industrial/commercial sites &gt; 25 ha / &gt; 50 ha</p> <p>(comparison of criteria, spatial possibilities for rail access in the context of the OEM corridor)</p> <p>Available rail infrastructure</p> <p>Positive &amp; negative examples</p> | <p>Tasks, areas of activity</p> <p>Organizational integration, competencies</p> <p>Goal: Integrate railroads into the planning and structural change process, future-oriented focus</p> | <p>Partial questions / theses on future development</p> <p>Factual information (freight and passenger traffic, regional and economic development)</p> <p>Target groups</p> <p>Process design, e.g. for follow-up activities</p> <p>Objectives: Identify needs for action, initiate implementation (e.g. state and regional planning)</p> |
| <b>Activities</b>            | <b>Territorial Analysis, Stakeholder Workshops</b> (Saxon State Ministry for Regional Development, New Railway Line Dresden - Prague EGTC, Regional Planning Associations, Chambers of Commerce, Saxony Economic Development Corporation, Chemnitz Railport)  |  |   |  |



# RESULTS AND RECOMMENDATIONS

## Spotlight: „Last mile management in the regions“

**SAXONY!** A Location at Its Best

WIRTSCHAFTSFÖRDERUNG  
SACHSEN  
Our portals - Contact - Imprint - Language

### Real Estate Database

377 AVAILABLE AREAS

The information is maintained decentrally by the responsible regional economic promoters of the municipalities and district offices as well as the Wirtschaftsförderung Sachsen GmbH. For every business site you will receive a comprehensive profile with contact persons.

FURTHER RESEARCH TOOLS

- > Companies
- > Properties

Login for commercial areas and real estates [X] iFrame-Export

Areas Properties

Name (e.g. solar park)

Region Dresden

District

Community

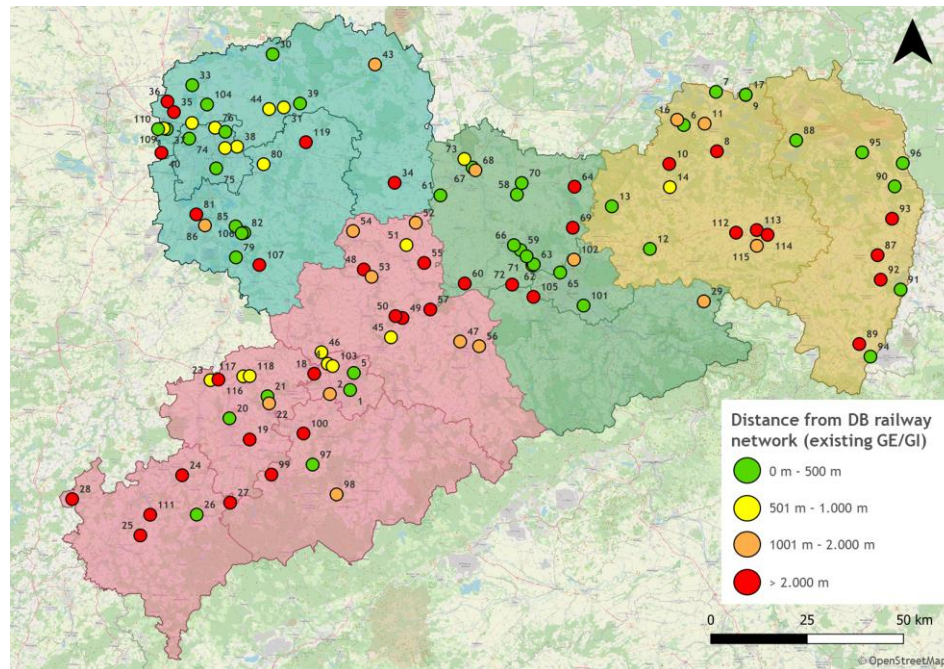
Required area

Distance to the highway (maximum)

Distance to the airport (maximum)

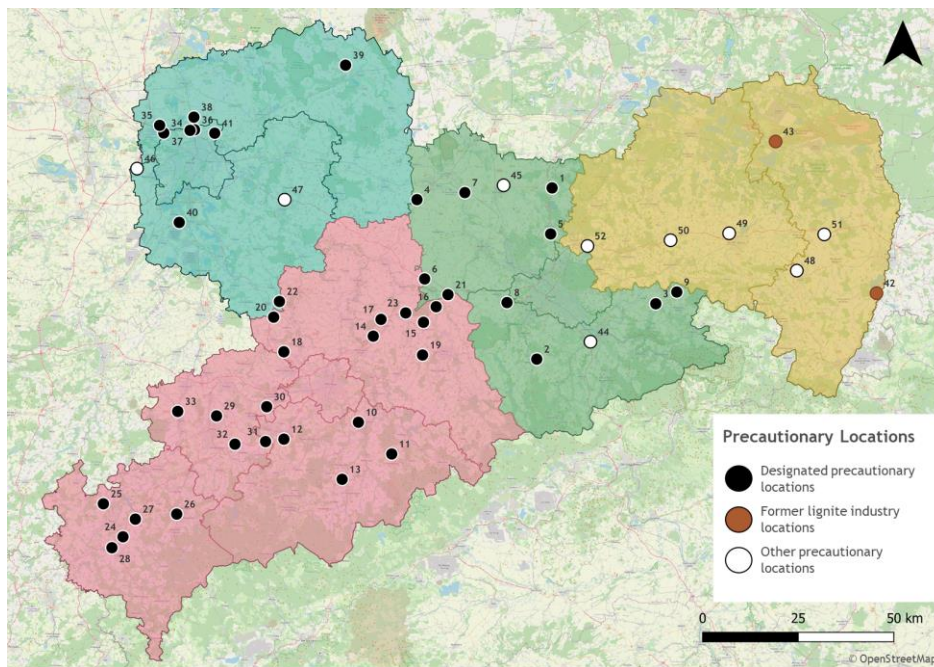
SEARCH

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# RESULTS AND RECOMMENDATIONS

## Spotlight: „Last mile management in the regions“



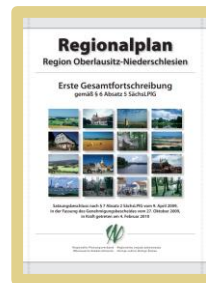
Leipzig-Western Saxony



Chemnitz Region



Upper Lusatia / Lower Silesia



Upper Elbe Valley / Eastern Ore Mountains



# RESULTS AND RECOMMENDATIONS

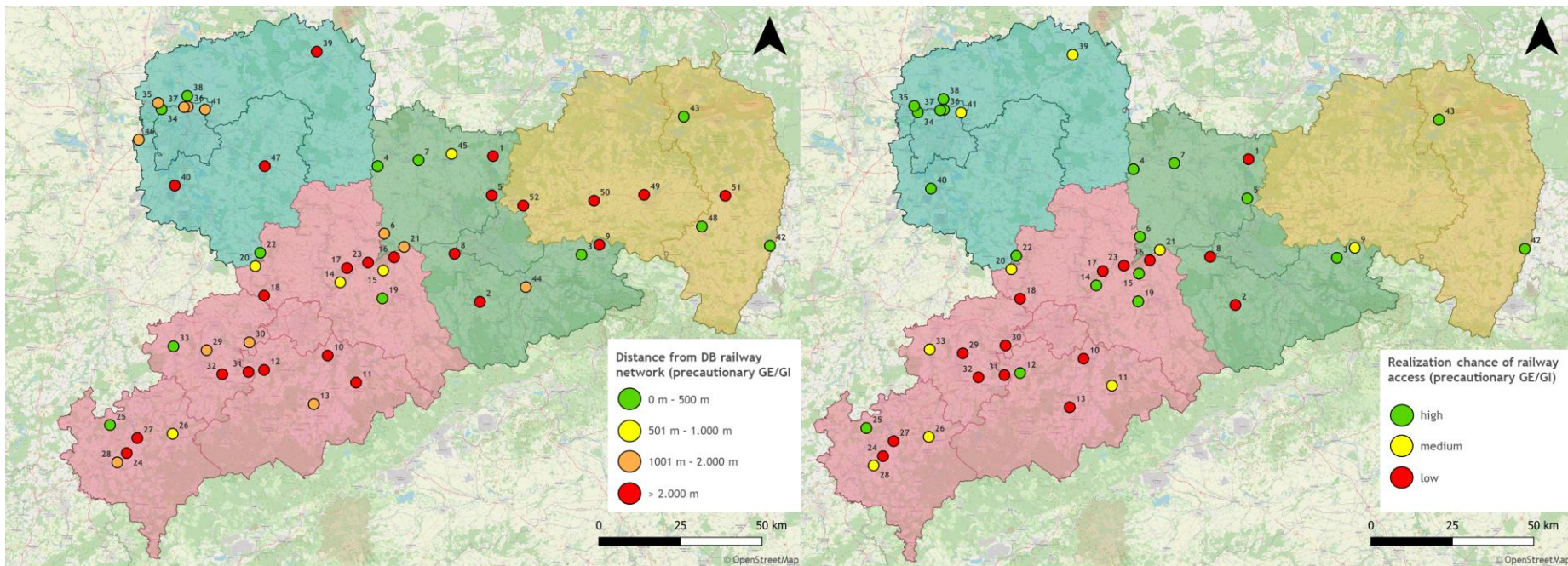
## Spotlight: „Last mile management in the regions“

- Precautionary locations for industry and commerce sometimes have a long history and a long lead time due to the necessary coordination with the stakeholders involved (i.e. municipal level)
- Possible prevention activities and the risk of land speculation mean that not all relevant sites are “formally” designated; accordingly, flexible approaches are required



# RESULTS AND RECOMMENDATIONS

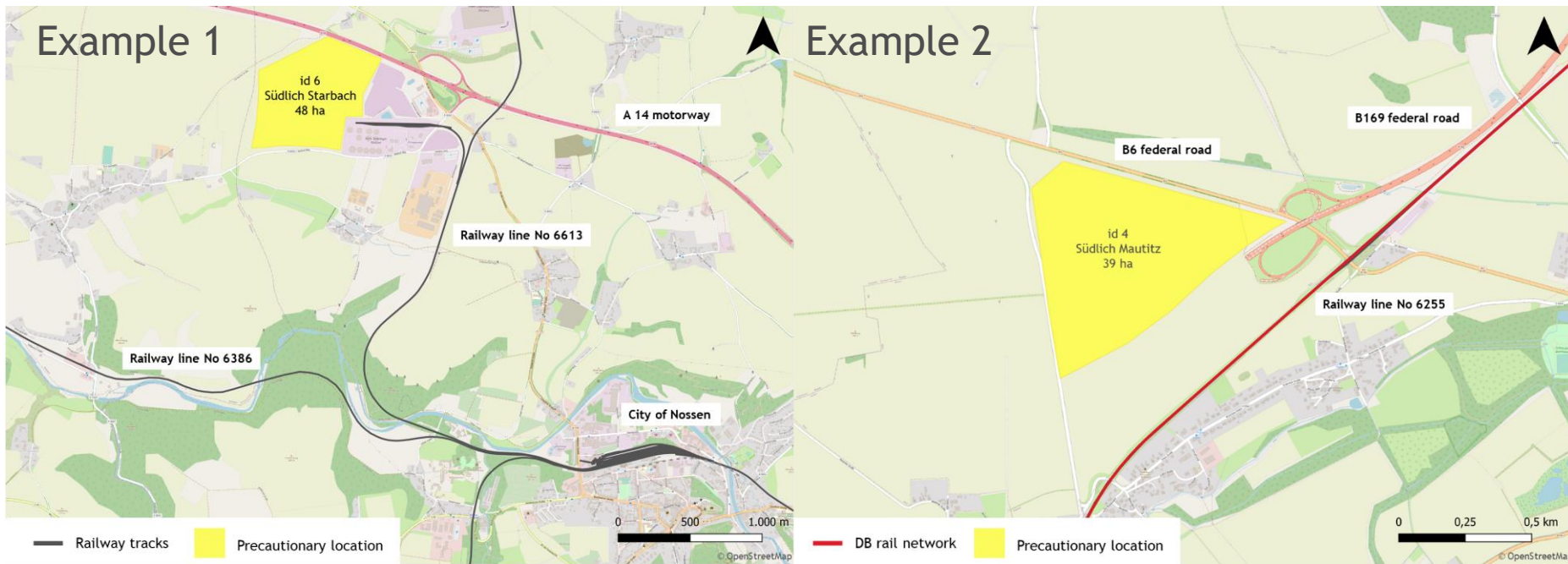
## Spotlight: „Last mile management in the regions“





# RESULTS AND RECOMMENDATIONS

## Spotlight: „Last mile management in the regions“



# RESULTS AND RECOMMENDATIONS

## Spotlight: „Last mile management in the regions“

### General

- Consideration of rail access as a feature of location information in commercial property databases

### Spatial Planning #1

- Factoring in rail access as an important element of traffic favorability for precautionary locations for industry and commerce
- Examination of reactivation potentials of cancelled railway lines for rail freight transport, including identification of possible pilot project



## Spotlight: „Last mile management in the regions“

### Spatial Planning #2

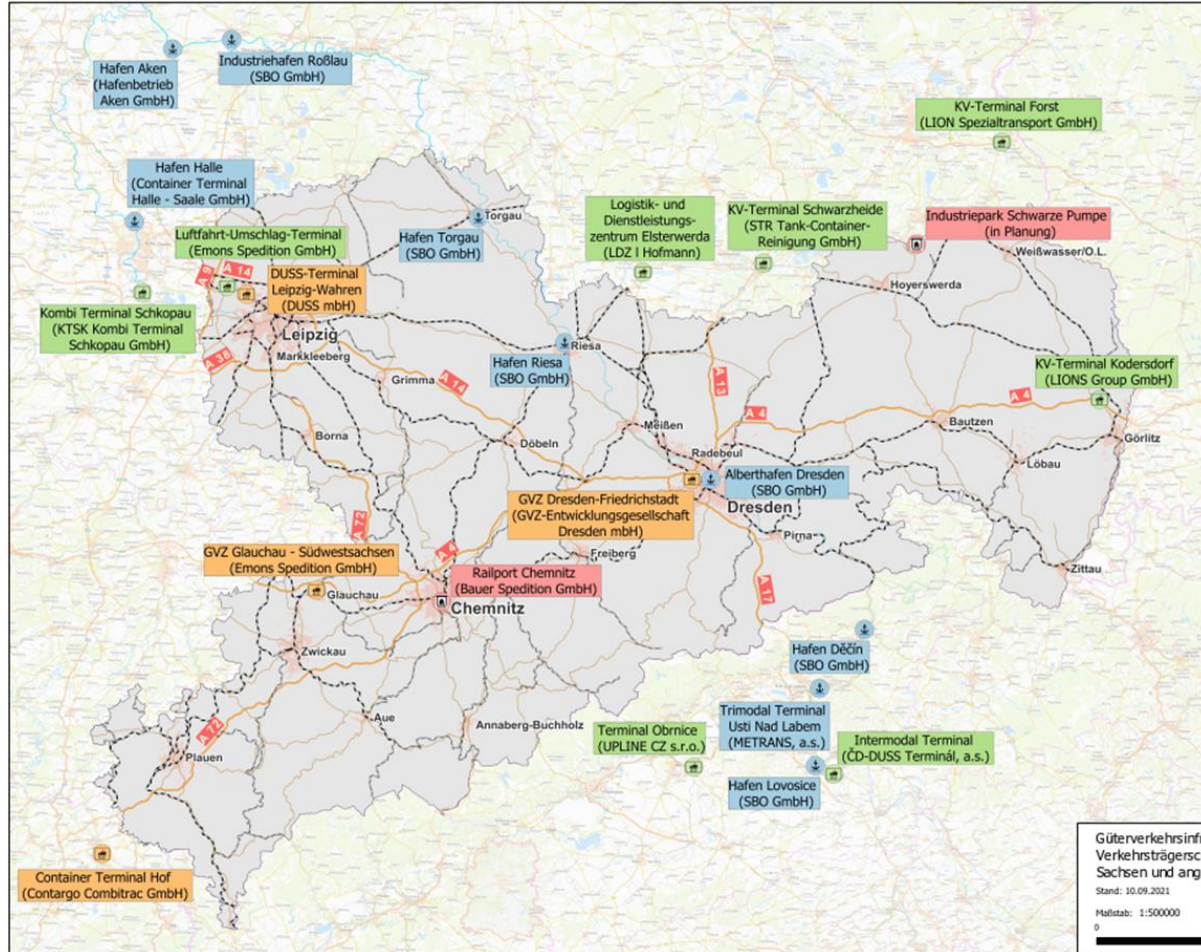
- Graphical specification and safeguarding of unused railway tracks in the regional plans
- Expansion of suitable preliminary locations for industry and commerce to include corridors of land for the anticipatory safeguarding of possible railway sidings, if necessary also supplemented by considerations of local/regional transshipment facilities (Railports)



## Spotlight: „Entry points for long-distance freight transport“

- Updating of access points (CT terminals, railports) and their capacities and integration into internal planning registers and public information portals
- For a significant modal shift to rail, existing facilities need to be expanded and, if necessary, new ones created
- The designation of new CT terminals requires early preliminary studies, including investment and operator models





**Legende**

Verkehrsträgerschnittstelle

- Binnenhafen
- Güterverkehrszentrum
- KV-Terminal
- Railport

Bahnlinie

- - - Hauptbahnen
- Nebenbahnen

Straßennetz

- Autobahn
- Bundesstraße



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Güterverkehrsinfrastruktur -  
Verkehrsträgerschnittstellen im Freistaat  
Sachsen und angrenzenden Regionen

Stand: 10.09.2021

Maststab: 1:500000

0 25 50 km

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# FOLLOW-UP

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## Spatial planning on federal state and regional level

- Preparation of the next planning cycle of regional and state planning; if necessary, partial updates can already be used for changes in the context of structural change
- Use of informal instruments to support further development of regional and state planning - regional databases, regional development concepts
- Intensified dialog with specialized planning in the field of economic development and transport - good interlinking of spatial and specialized planning is crucial!



# FOLLOW-UP

## ELBE VALLEY 2040 - ACTION PLAN

### Waterway and inland ports

*To be discussed with  
logistics stakeholders*

- Exchange on the “Comprehensive concept Elbe river” and discussion of the relevance for cross-border development
- Development of inland ports as multimodal logistics interfaces combining advantages of inland waterway, rail and road
- Capacity interaction of inland ports with further rail access points (intermodal terminals, new/existing rail sidings of industrial parks etc.)





# FOLLOW-UP

## ELBE VALLEY 2040 - ACTION PLAN

### Sustainable tourism in the Elbe valley

- Support of sustainable mobility - strengthening and coordination of public transport, management of individual transport, facilitation of shared and emission-free mobility
- Management of visitor flows - reduction of burdens for regional tourism hotspots, valorization and activation of decentralized attractions
- Valorization of the Elbe river for touristic use

*To be discussed with  
tourism stakeholders  
and local authorities*

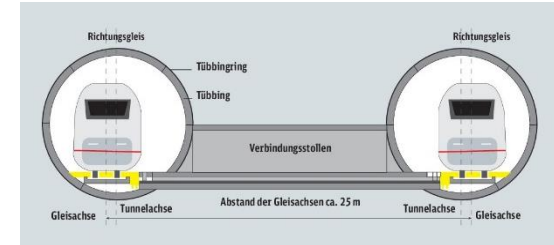


# FOLLOW-UP

## ELBE VALLEY 2040 - ACTION PLAN

### Regular events in Saxony and Ústí Region on the status of preparation of the new railway line Dresden-Prague

- Provision of up-to-date information and clarification of misunderstandings, gathering of “friends of the railway line”, identification of relevant issues for additional investigations
- Annual events should be sufficient, realization in combination with regular EGTC meetings possible
- Saxon-Czech Working Groups could support information activities



| Type of train       | Trains/day |
|---------------------|------------|
| Freight train       | 150        |
| Long-distance train | 32         |
| Regional train      | 16         |



## Permanent promotion of the New Railway Line Dresden-Prague by the EGTC

- Permanent promotion of the New Railway Line Dresden-Prague - regular activities of information, discussion and contribution
- EGTC contributes the regular "Dialogue Forum" of the DB AG held at least twice a year DB AG, Správa železnic and EGTC cooperate permanently by several common activities, including the regions of both sides



# ELBE VALLEY ACTION PLAN

## Permanent promotion of the New Railway Line Dresden-Prague by the EGTC

- Information centres are to be established in Heidenau (Saxony) and Ústí nad Labem (Czech Republic, to be opened at March 11)
- A cross-border touristic path on information about the project is being prepared
- EGTC contributes by identification and solving of relevant issues for additional investigations



# THANK YOU FOR YOUR ATTENTION!



Henrik Saske, Director  
New Railway Line  
Dresden-Prague EGTC

Felix Käufler, Project Manager  
Saxon State Ministry  
for Regional Development



henrik.saske@smwa.sachsen.de

felix.kaeufler@smr.sachsen.de



+49 351 564-85102

+49 351 564-50447

