

Cross-border rail transport connections and missing railway links on the internal EU borders

Trans-Borders Midterm conference

07 November 2018, Bautzen

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Border examples

EU study

1. Inventory of cross-border rail connections and “missing links”
2. Analysis of possible new rail connections and discussion of alternatives
3. Identification of “potentially most beneficial” projects and policy conclusions

Dresden - Wrocław rail services

Thalys (DE/BE/NL/FR)

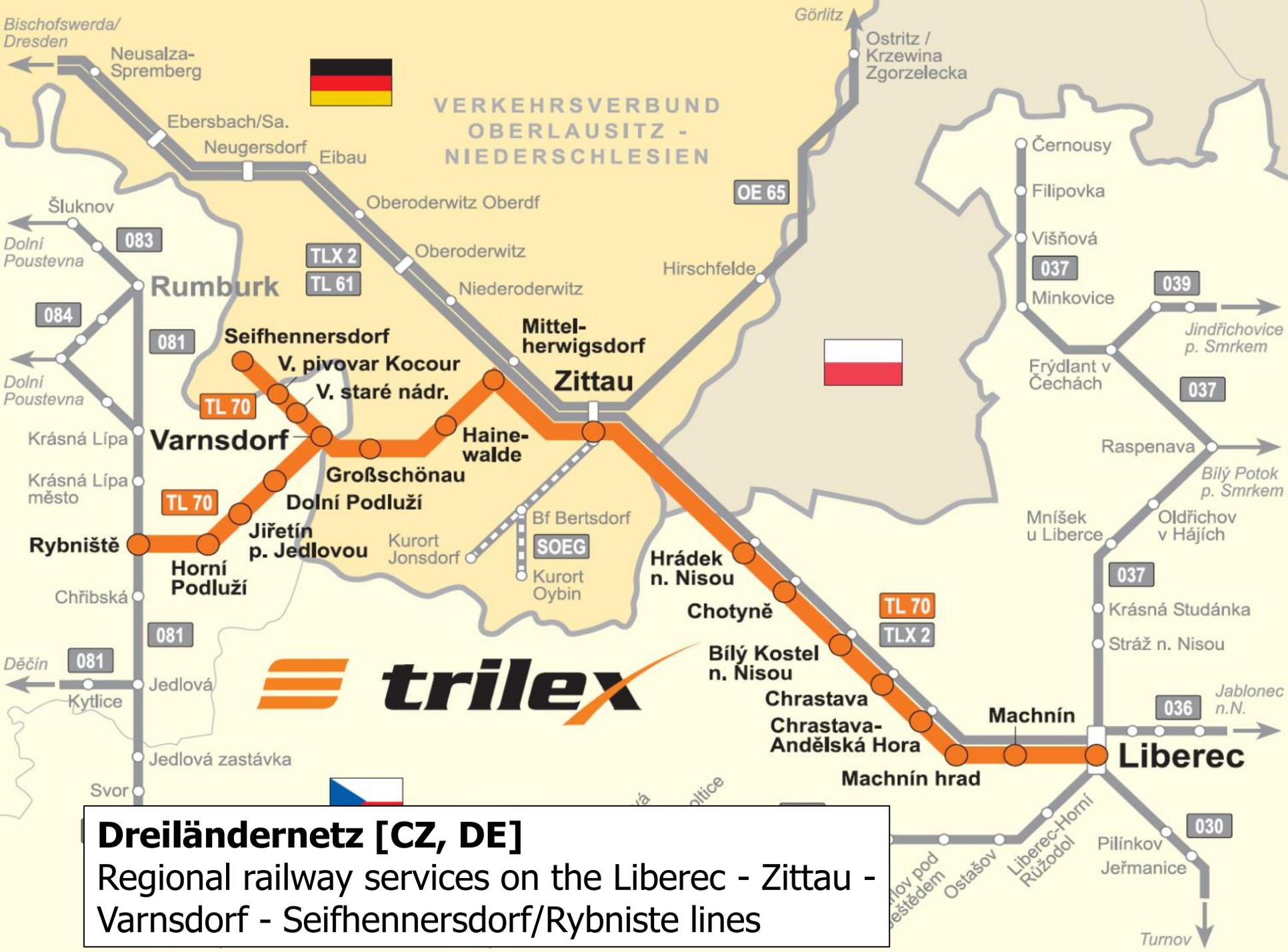
Cologne - Paris line





Öresundstag [DK, SE]

Commuter train network in the transnational Öresundregion



Dreiländernetz [CZ, DE]
 Regional railway services on the Liberec - Zittau -
 Varnsdorf - Seifhennersdorf/Rybniste lines



Egernet [DE, CZ]

Regional railway services in the Euregio Egrensis Region

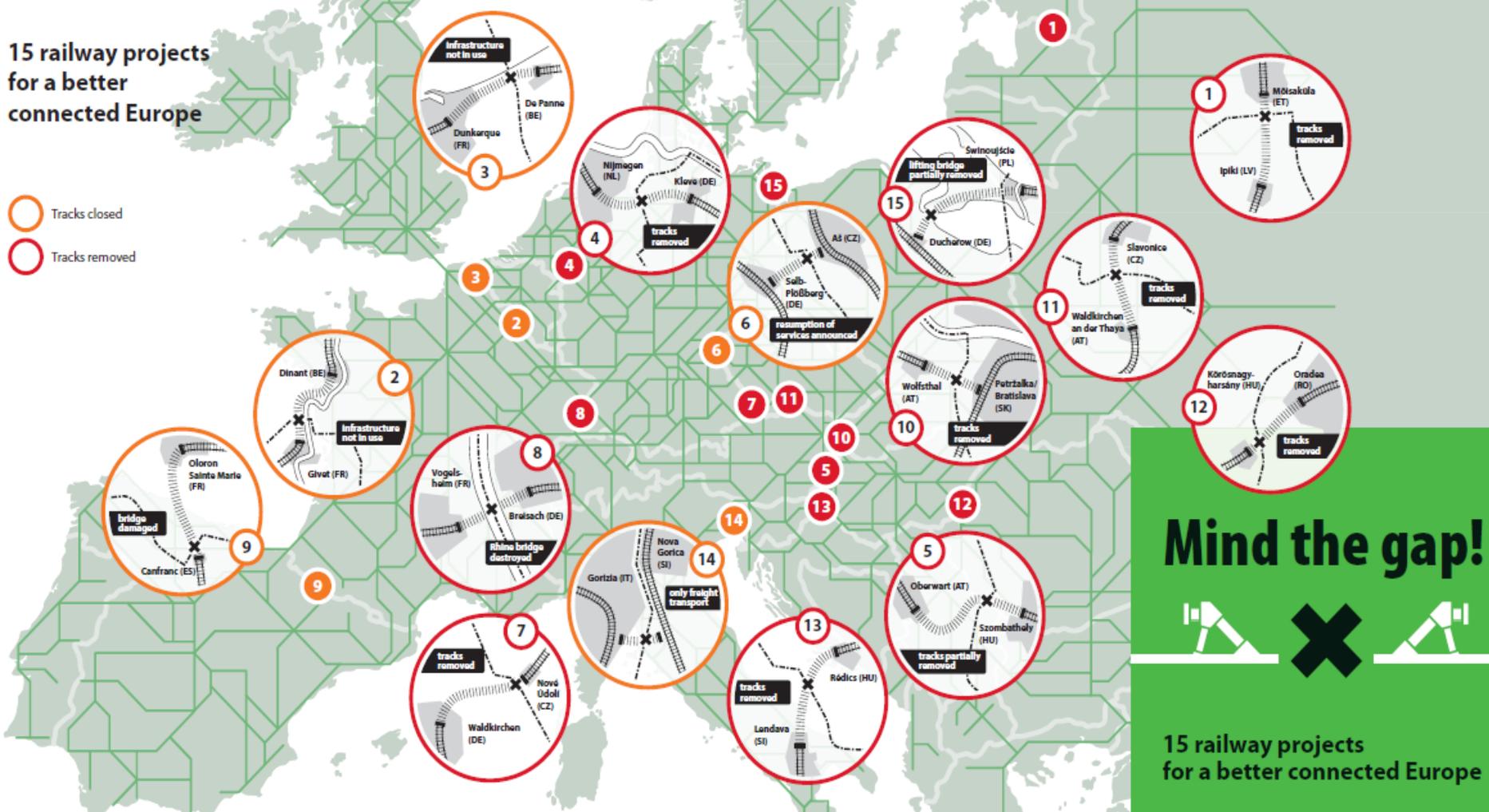


Szklarska Poreba (PL) - Harrachov (CZ)
Szklarska Poreba Gorna station

MIND THE GAP!

15 railway projects
for a better
connected Europe

- Tracks closed
- Tracks removed



Mind the gap!



15 railway projects
for a better connected Europe

Rapid progress now - instead of megalomaniac projects in a few decades
How to wisely spend scarce EU funds

Even though the Iron Curtain came down more than two decades ago, the European railway network remains a patchwork full of gaps at the national borders. War and post-war periods left wounds that have not fully healed by now, although the European Union is spending billions of Euros for the Trans-European Networks (TEN-T).

The integration of our continent did not fail due to lack of money; it failed as a result of wrong prioritization. Extremely expensive major projects, like the Brenner Base Tunnel, the Fehmarn Belt Fixed Link, or the tunnel Lyon-Turin, have already consumed and will continue to consume almost all the available funds for decades. Moreover, they are mainly beneficial to the construction industry and banking sector and not to the environmentally friendly railways.

We Greens have chosen a different approach: Instead of megalomaniac showing off, we would like to invest in several specific small-scale cross-border railway projects. According to the slogan 'small but mighty', we analysed more than 250 trans-border connections in the EU focusing mainly on regional tracks off the main corridors.

These projects may not be very prestigious, but they are creating a real benefit for the trans-border connections between people, and much cheaper, and will also help to urbanise the environment. Quite often, only a few kilometres of rail infrastructure on the functional cross-border harmonization of the services are missing and people could use the railway instead of the car. On this map, we present the 15 most promising trans-border areas for achieving a better connected European future.

More about clever investments in European transport infrastructure on www.missing-rail-links.eu

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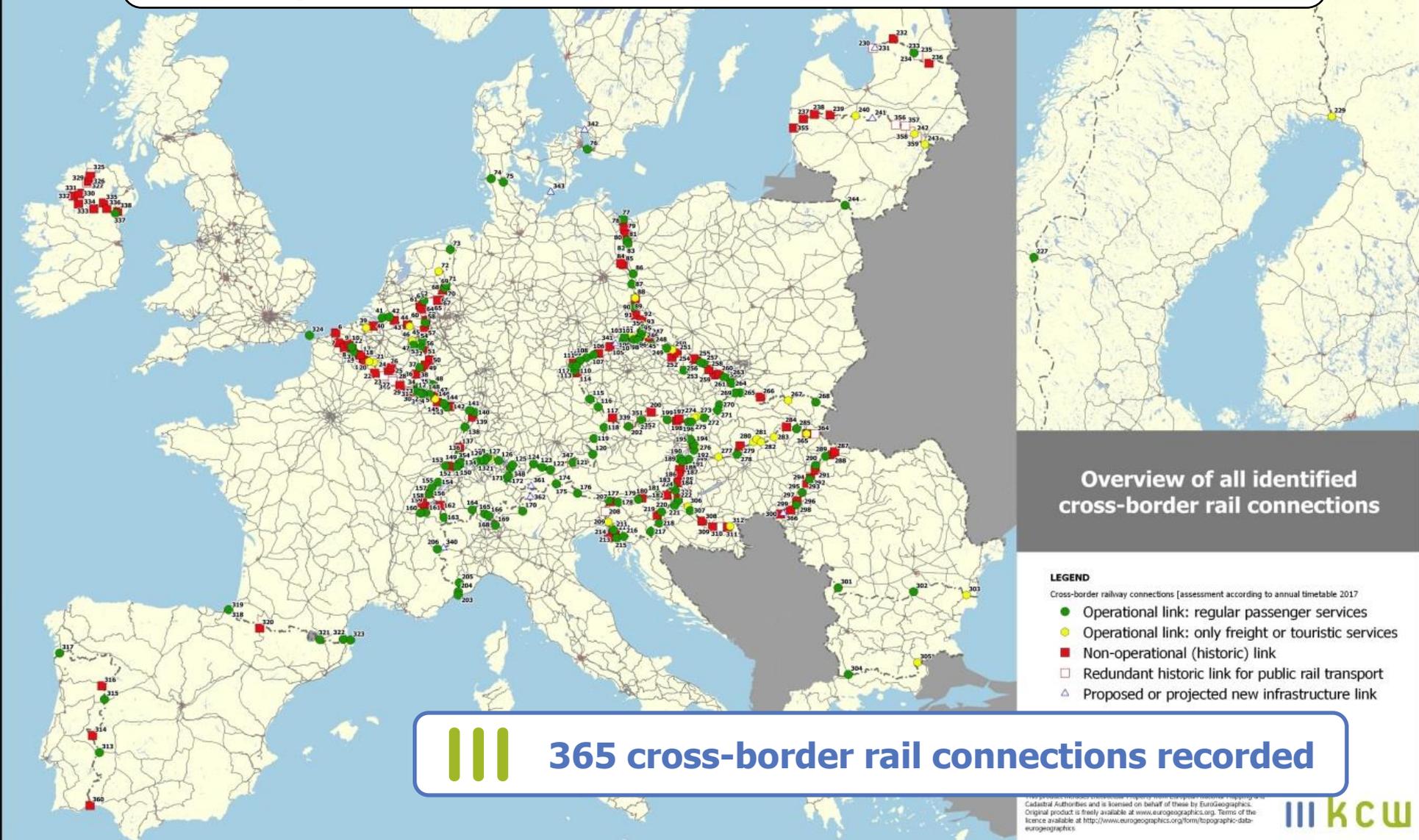
1st edition in English (Nov. 2015)

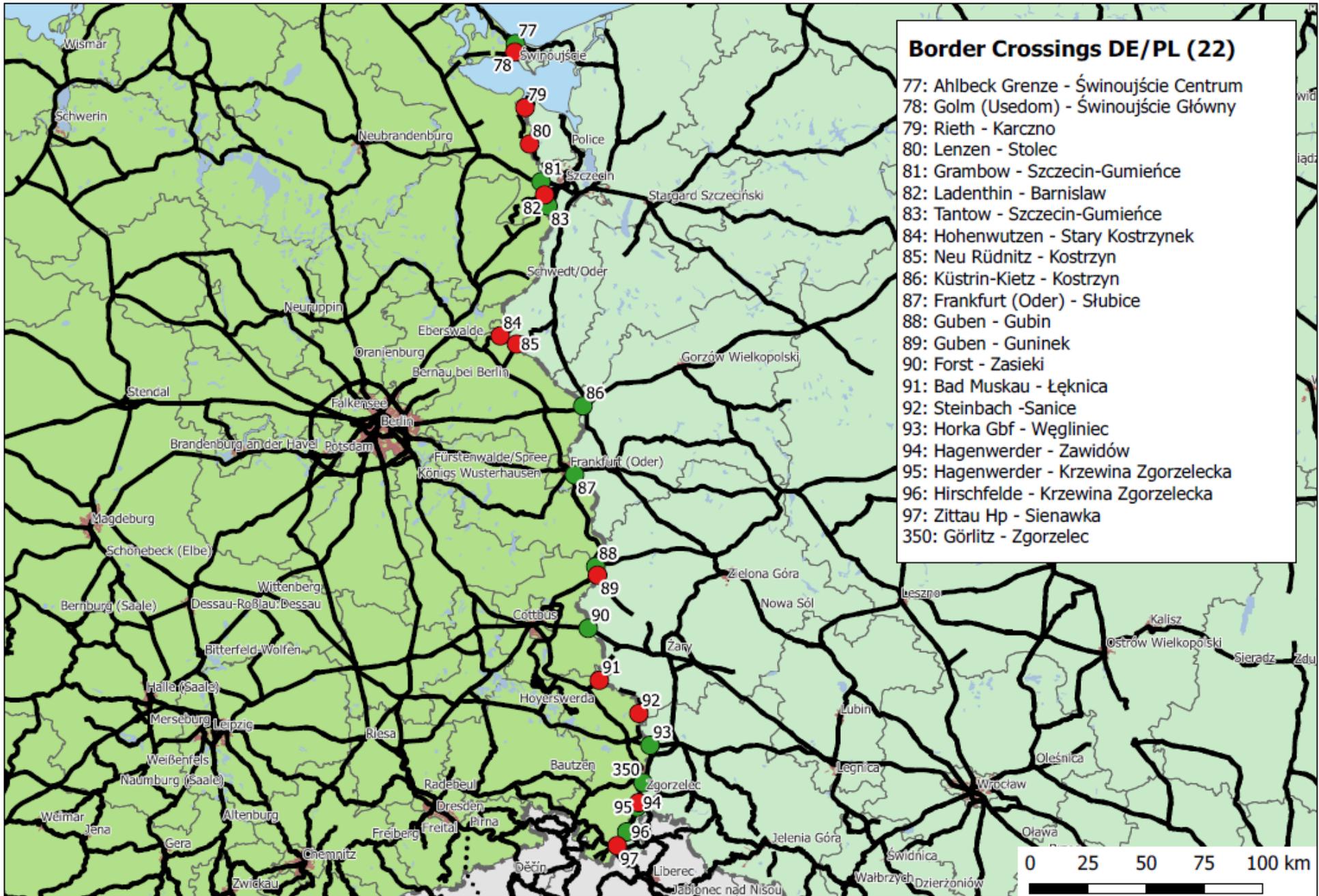
A project by the Greens/EFA in the European Parliament

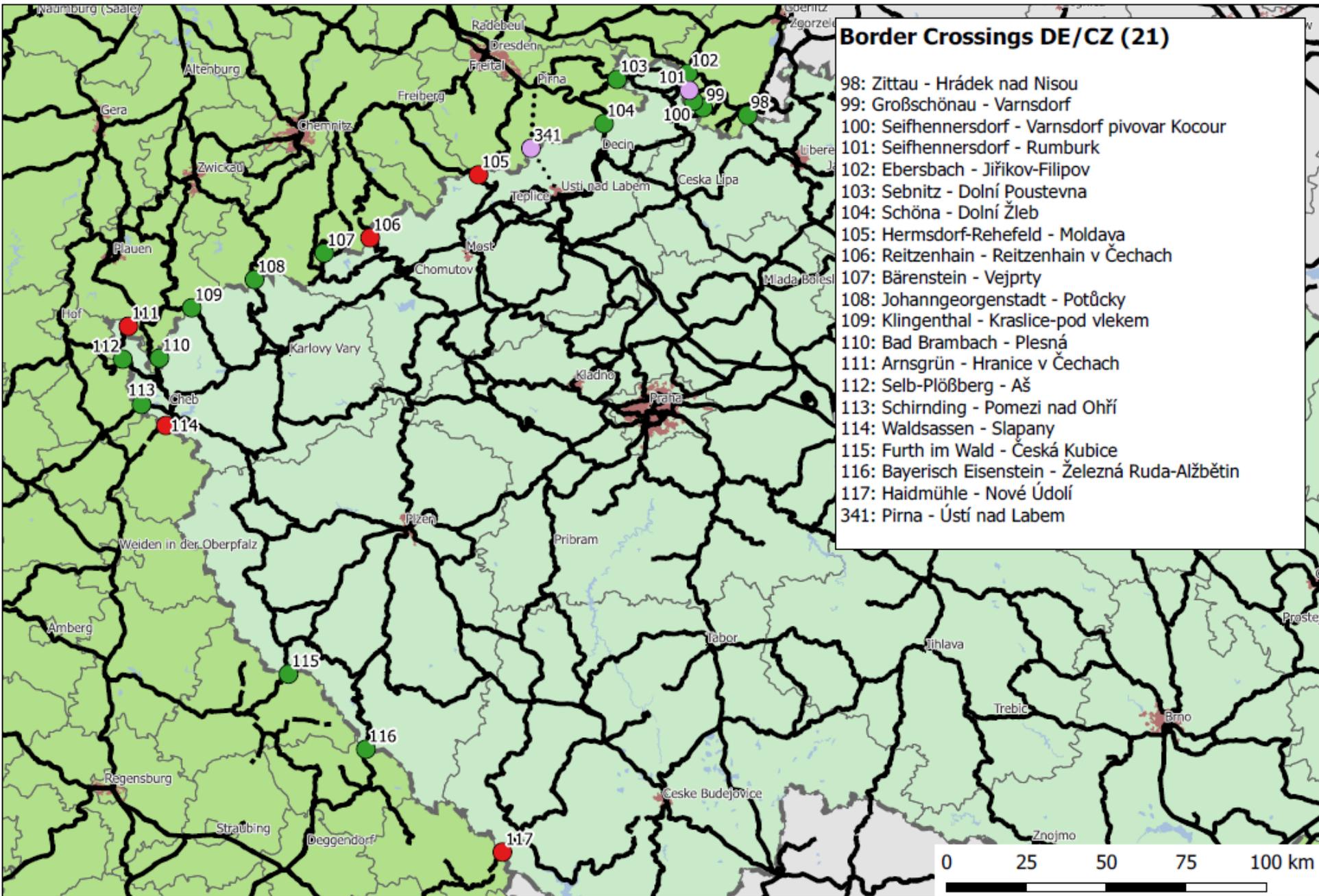
Initiated by
Michael Cramer, Member of the European Parliament



1. Inventory of cross-border rail connections and "missing links"







Görlitz [DE] - Zgorzelec [PL]



Status of operation

TEN-T corridor	Core Net
Missing infrastructure	-
Administrative obstacles	Polish territory

INTEROPERABILITY ISSUES

Railway gauge	
Number of tracks	
Electrification	
Train control system	

OPERATIONAL ISSUES

Type of service	
Passenger services in 2017 regional/long distance/TEN-T/seasonal	
Infrastructure manager	
Language of operation	
Competent authorities for passenger services	
Railway undertaking(s)	
Ministry of transport	

ADDITIONAL INFORMATION

Electrified with 15kV/16kV passenger traffic between more pair of border-cross Görlitz) is planned to be but no decision taken yet

Hagenwerder [DE] - Zwickau [DE]



Status of operation

TEN-T corridor	-
Missing infrastructure	substructure
Administrative obstacles	-

INTEROPERABILITY ISSUES

Railway gauge	
Number of tracks	
Electrification	
Train control system	

OPERATIONAL ISSUES

Type of service	
Passenger services in 2017 regional/long distance/TEN-T/seasonal	
Infrastructure manager	
Language of operation	
Competent authorities for passenger services	
Railway undertaking(s)	
Ministry of transport	

ADDITIONAL INFORMATION

Historical connection from requirements and hence

Hagenwerder [DE] - Krzewina [PL]



Status of operation

TEN-T corridor	-
Missing infrastructure	-
Administrative obstacles	-

INTEROPERABILITY ISSUES

Railway gauge	
Number of tracks	
Electrification	
Train control system	

OPERATIONAL ISSUES

Type of service	
Passenger services in 2017 regional/long distance/TEN-T/seasonal	
Infrastructure manager	
Language of operation	
Competent authorities for passenger services	
Railway undertaking(s)	
Ministry of transport	

ADDITIONAL INFORMATION

Only German domestic train

Hirschfelde [DE] - Krzewina [PL]



Status of operation

TEN-T corridor	-
Missing infrastructure	-
Administrative obstacles	-

INTEROPERABILITY ISSUES

Railway gauge	
Number of tracks	
Electrification	
Train control system	

OPERATIONAL ISSUES

Type of service	
Passenger services in 2017 regional/long distance/TEN-T/seasonal	
Infrastructure manager	
Language of operation	
Competent authorities for passenger services	
Railway undertaking(s)	
Ministry of transport	

ADDITIONAL INFORMATION

Only German domestic train

Zittau [DE] - Hrádek nad Nisou [CZ]



Status of operation

TEN-T corridor	-
Missing infrastructure	-
Administrative obstacles	short section between Germany and Czech Republic on due to questions of financing

INTEROPERABILITY ISSUES

Railway gauge	1435 mm
Number of tracks	1
Electrification	-
Train control system	[DE]: PZB

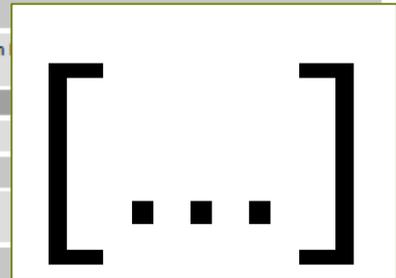
OPERATIONAL ISSUES

Type of service	<input checked="" type="checkbox"/> Passenger services	<input type="checkbox"/> Touristic/seasonal services	<input type="checkbox"/> Freight services
Passenger services in 2017 regional/long distance/TEN-T/seasonal	252 / 0 / 0 - <i>Number of trains per week (number of operating weeks in brackets)</i>		
Infrastructure manager	DB Netz AG [DE]; SŽDC [CZ]		
Language of operation	[DE]: German, [CZ]: Czech		
Competent authorities for PSO passenger services	ZVON [DE]; Liberecký kraj [CZ]		
Railway undertaking(s)	Die Länderbahn-GmbH DLB [DE]; Die Länderbahn-GmbH DLB [CZ]		
Ministry of transport	BMVI [DE]; Ministerstvo dopravy [CZ]		

ADDITIONAL INFORMATION

The line passes through Polish territory, PKP-PLK is responsible for maintenance in this section. There are reports that this could change in the upcoming years and the line will be granted to DB Netz and/or SŽDC. Route is used by Czech transit services Liberec - Zittau - Varnsdorf and international trains Dresden - Liberec.

ID	98		
Length	7 km	Travel Speed	42 km/h
Passenger flow			
Inauguration	1859		
Closure	-		
Importance ...			
... border region	High		
... countries concerned	Medium		
... TEN-T network	No		
Status of operation	operational	Classification 2017	exploited with shortcomings services



1. Inventory of cross-border rail connections and "missing links"



●	infrastructure operational	202
●	passenger services 2017 fully exploited	57
●	passenger services 2017 exploited with shortcomings	81
●	passenger services 2017 not fully exploited	18
●	freight only 2017	46
●	infrastructure non-operational	149
●	existing construction projects	14
	<i>"promising" and "missing links"</i>	176

Fact-sheet for the



Type of rail connection

- Operational link: regular
 - Operational link: only
 - Non-operational historic
 - Redundant historic link
- Total number**

2. Area of interest

Comprehensive analysis of existing cross-border transport connections and missing links in the EU Fact-sheet for border section

General overview of

ID	Rail connection
77	Ahlbeck [DE] - Świnoujście [PL]
78	Ducherow [DE] - Świnoujście [PL]
79	Rieth [DE] - Nowe Warpno [PL]
80	Lenzen [DE] - Stolec [PL]
81	Pasewalc [DE] - Szczecin [PL]
82	Caselkow [DE] - Szczecin [PL]
83	Angermünde [DE] - Szczecin [PL]
84	Bad Freienwalde [DE] - Cedynia [PL]
85	Wriezen [DE] - Godków [PL]
86	Berlin [DE] - Kostrzyn [PL]
87	Frankfurt (Oder) [DE] - Rzepin [PL]
88	Guben [DE] - Czerwieńsk [PL]
89	Guben [DE] - Lubsko [PL]
90	Cottbus [DE] - Tuplice [PL]
91	Weißwasser [DE] - Tuplice [PL]
92	Horka [DE] - Przewóz [PL]
93	Niesky [DE] - Węgliniec [PL]
94	Görlitz [DE] - Zawidów [PL]
95	Hagenwerder [DE] - Krzewina [PL]
96	Zittau [DE] - Krzewina Zgorzelec [PL]
97	Zittau [DE] - Bogatynia [PL] Cechach [CZ]
350	Görlitz [DE] - Zgorzelec [PL]

The German-Polish border section Neisse/Nysa from Uścieżnica to the Czech Republic near Prague has regular long-distance international services for many years, all of which are alternative open access services. The financing on routes ID 77-97, 350, and 351, which are operated by Fernverkehr AG wishes to be replaced by regular services.

Most long-distance passenger transport services in the region are specified by the regionally-owned RUC. The RUCs are owned and financed by the voivodeships. For this reason, the voivodeships of Pomorskie (capital in Gdynia) and Lubuskie (Wrocław) are responsible for the

Comprehensive analysis of existing cross-border transport connections and missing links in the EU Fact-sheet for border section

Their German counterparts (Verkehrsverbund Ost-Nord and Brandenburg) and on behalf of the state railway companies in Germany are almost exclusively subsidiary DB Fernverkehr AG.

Missing and proposed

This study identifies potential between existing and proposed interest in addition to the existing services.

- **ID 78 Ducherow [DE] - Świnoujście [PL]:** This study as a possible reconstruction of the destroyed at the end of the 1940s infrastructure. Infrastructure reconstruction includes a bridge in Karnice and electrified single-track line to Centrum via
- **ID 88 Guben [DE] - Czerwieńsk [PL]:** Voivodeship has proposed connection between Guben and Guben.
- Possible alternative operating services

Targeted recommendations

ID	Rail connection
78	Ducherow [DE] - Świnoujście [PL]
88	Guben [DE] - Czerwieńsk [PL]
89	Guben [DE] - Lubsko [PL]
91	Weißwasser [DE] - Tuplice [PL]
93	Niesky [DE] - Węgliniec [PL]

Comprehensive analysis of existing cross-border transport connections and missing links in the EU Fact-sheet for border section

Possible public transport alternatives for missing links

For those cross-border railways that did not show significant rail passenger demand potential and for which a competent authority showed no interest in reactivation, possible public transport alternatives are listed below:

- **ID 89 Guben [DE] - Lubsko [PL]:** A limited existing service of two train pairs per day is available between Guben and Żary/Żagań via Cottbus and Forst (ID 90), supplemented by an additional train pair at weekends.

Comprehensive analysis of existing cross-border transport connections and missing links in the EU Fact-sheet for border section **Germany/Poland** page 4 of 4

2. Analysis of possible new rail connections and discussion of alternatives

Quantitative:

- Pan-European estimation of rail travel demand
- Estimation of infrastructure and operating costs



Availability and complexity of transport data hinders such a top-down assessment

Shortlist of projects examined in detail in Task 3

Comprehensive analysis of the existing cross-border rail transport connections and missing links on the internal EU borders

ID	Name of the rail connection	TEN-T: Corridor/ Core Network or Comprehensive Network	Classification according to 2017 timetable	Importance for the border region	Importance for the countries concerned	Importance on TEN-T level	NUTS3 in country A	NUTS3 in country B	Estimated infrastructure investment required	Estimated annual subsidies country A	Estimated annual subsidies country B	Estimated annual subsidies in both countries	Stakeholders' assessment of study proposals	Possible public transport alternative
7	Hazebroeck (FR) - Poperinge (BE)	-	Entirely missing: dismantled	Medium	No	No	FRE11	BE258	186 000 000 €	110 000 €	360 000 €	470 000 €	Negative. Belgian and French sides see low or no potential	New bus services (ca. 24km, 40min) linking Hazebroeck (FR) and Poperinge (BE)
8	Armentières (FR) - Comines/Komen (BE) (- Kortrijk (BE)) (Lille Flandres (FR) -)	-	Entirely missing: dismantled	Medium	No	No	FRE11	BE324	178 000 000 €	-120 000 €	-620 000 €	-740 000 €	Negative. Belgium considers this line as a very poor case	See ID 9
9	Comines/France (- Comines/Komen (BE))	-	Entirely missing: dismantled	Medium	No	No	FRE11	BE324	28 000 000 €	-2 870 000 €	50 000 €	-2 830 000 €	Negative. France: estimated number of daily passengers seems to be exaggerated	New bus services (ca. 2km, 8min) linking Comines (France) and Comines/Komen (BE)
16	(Valenciennes (FR) -) St-Amand-les-Eaux (FR) - Antoing (BE) (- Tournai (BE))	-	Entirely missing: dismantled	Medium	No	No	FRE11	BE327	99 000 000 €	-1 040 000 €	-50 000 €	-1 090 000 €	Negative. Belgium: poor cost-to-potential ratio	New bus services (ca. 21km, 40min) linking Orchies (FR) and Tournai (BE)
19	(Le Quesnoy (FR) -) Bettrechies-Bellignies (FR) St. Ghislan (BE) (- Mons (FR))	-	Entirely missing: dismantled	Medium	No	No	FRE11	BE323	83 000 000 €	-120 000 €	630 000 €	510 000 €	Negative. Belgium: poor cost-to-potential ratio	Reactivation of passenger services on ID 18 Valenciennes (FR) Mons (BE) preferred by Belgian side
20	Maubeuge (FR) - Quèvy (BE) (- Mons (BE))	Comprehensive Network	Freight only	Medium	Low	Low	FRE11	BE323	0 €	-250 000 €	60 000 €	-190 000 €	Negative. Belgium: poor cost-to-potential ratio	Railway is operational and thus passenger trains could be operated with relative ease if potential meets authorities' expectations
39	(Gent (BE) -) Wondelgem (BE) - Termeuzen (NL)	Comprehensive Network	Freight only	Medium	No	Low	BE233	NL341	5 100 000 €	1 820 000 €	30 000 €	1 850 000 €	Cautious. Both sides referred to ongoing CEF study chapter "Study on the possibility of passenger transport by rail"	Enhanced existing bus services between Gent and Termeuzen
40	Sint-Niklaas (BE) - Termeuzen (NL)	-	Entirely missing: dismantled	Medium	No	No	BE236	NL341	348 000 000 €	250 000 €	-310 000 €	-60 000 €	Negative (BE) to Cautious (NL). While the Belgian side sees passenger trains on Gent - Termeuzen line as a more realistic proposition, the Dutch side sees perspectives for this line, but studies have not been conducted	Existing, well-coordinated bus services between Sint-Niklaas, Hulst and Termeuzen
43	(Antwerpen (BE) -) Turnhout (BE) - Tilburg (NL)	-	Entirely missing: dismantled	Medium	No	No	BE213	NL412	373 000 000 €	400 000 €	-1 140 000 €	-740 000 €	Cautious. Belgian side sees a degree of potential, Dutch side has not previously considered the route for reactivation	Existing frequent bus services between Turnhout and Tilburg; rail services between Antwerpen and Tilburg (with interchange in Breda) expected to be accelerated by ca. 20 minutes from April 2018
44	(Hasselt (BE) -) Heerpoel (BE) - Achel (BE) - Borkeel en Schaft (NL) - Eindhoven (NL)	-	Entirely missing: dismantled	Medium	No	No	BE222	NL414	209 000 000 €	800 000 €	-1 090 000 €	-290 000 €	Cautious (BE) to negative (NL). Dutch side prefers improved bus services via motorway	Improvements to existing bus services to reduce interchanges (already under consideration according to Dutch side)
45	Mol (BE) - Roermond (NL)	Comprehensive Network	Freight only	Medium	High	Low	BE222	NL414	0 €	20 000 €	-540 000 €	-520 000 €	Positive. High benefit-cost ratio from qualitative assessment	-
57	(Mönchengladbach (DE) -) Dalheim (DE) - Roermond (NL)	Comprehensive Network	Neglected	Medium	Low	Low	DEA29	NL422	59 000 000 €	20 000 €	-270 000 €	-250 000 €	Positive in (DE) and negative in (NL). Reopening is part of regional German transport plan, but Dutch side is against historic route through Meinweg National Park (Natura 2000)	Existing bus services between Heinsberg (DE) and Roermond (NL) or existing passenger trains between Mönchengladbach (DE) and Venlo (NL)
59	Geldern (DE) - Straelen (DE) - Venlo (NL)	-	Entirely missing: dismantled	Low	No	No	DEA1B	NL421	161 000 000 €	770 000 €	-340 000 €	430 000 €	Negative. Difficult to implement owing to development on former track bed	Existing bus services between Geldern (DE) and Venlo (NL)
60	Goch (DE) - Gennep (NL) (- Nijmegen (NL))	-	Entirely missing: dismantled	Low	No	No	DEA1B	NL421	222 000 000 €	770 000 €	-340 000 €	430 000 €	Negative. Difficult to implement owing to development on former track bed	Existing bus services Goch (DE) - Gennep (NL) and Gennep - Boxmeer (NL) or the rail activation of ID 61
61	(Krefeld (DE) -) Kleve (DE) - Kranenburg (DE) - Groesbeek (NL) - Nijmegen (NL)	-	Elements missing	Medium	No	No	DEA1B	NL226	183 000 000 €	960 000 €	230 000 €	1 190 000 €	Positive in (DE) and negative in (NL). German side sees high potential through extension of existing domestic services to/from Nijmegen (NL). Dutch side regards planned enhancements to existing bus route Kleve - Nijmegen as most cost-effective measure	Existing bus services Kleve (DE) - Nijmegen (NL) (enhancements already in planning)
66	(Wesel (DE) -) Bocholt (DE) - Witzaravik (NL)	-	Entirely missing: dismantled	Low	No	No	DEA34	NL225	162 000 000 €	330 000 €	80 000 €	410 000 €	Negative. Costs too high	Recently introduced bus services Bocholt (DE) - Aalten (NL)
68	Ahaus (DE) - Abstände (DE) - Broekheurne (NL) - Enschede (NL)	-	Entirely missing: dismantled	Low	No	No	DEA34	NL213	176 000 000 €	460 000 €	120 000 €	580 000 €	Negative. Former track bed is no longer available, a parallel rail route already exists	Improvements to existing cross-border passenger trains on route ID 69 Ahaus (DE) - Gronau (DE) - Enschede (NL)
178	Rosenbach bei Villach (AT) - Jesenice (SI)	Comprehensive Network	not fully exploited	High	Medium	High	AT211	SI042	0 €	-280 000 €	-700 000 €	-980 000 €	Positive (AT) and cautious (SI)	Railway is operational with existing PSO passenger train services, additional services could thus be operated with relative ease if potential meets authorities' expectations
212	Trieste (IT) - Hrpelje-Kozina (SI)	-	Entirely missing: dismantled	Low	Low	No	ITH44	SI044	210 000 000 €	-50 000 €	-180 000 €	-230 000 €	Negative (IT and SI): Route has been converted into an attractive bicycle path	Existing cross-border rail connection ID 211 Trieste (IT) - Sežana (SI) - Ljubljana (SI), expected to see improvements to passenger services in 2018
216	Iirska Bistrica (SI) - Šapjane (HR) (- Rjeka (HR))	Comprehensive Network	not fully exploited	Low	High	Low	SI018	HR031	0 €	-430 000 €	-420 000 €	-850 000 €	Cautious (SI) and none (HR): Slovenia confirmed that the line is operational, but investments would be needed to keep the existing condition. No feedback was given with regard to the proposed service level. No feedback from Croatian authority.	Railway is operational with existing PSO passenger train services, additional services could thus be operated with relative ease if potential meets authorities' expectations
219	Imeno (SI) - Harmica (HR) - Savski Marof (HR)	-	Neglected	Medium	Low	No	SI034	HR043	262 000 000 €	-170 000 €	100 000 €	-70 000 €	Cautious (SI) and none (HR): The feedback from the Slovenian Ministry of Infrastructure was rather cautious; no detailed feedback was given with regard to the proposed service level. No feedback from Croatian authority.	If there is no rail reactivation, authorities could provide additional services (without the need to change trains in the border station) on existing line ID 220
220	(Štranje (SI) -) Sveti Rok ob Sotli (SI) - Durmanec (HR) (- Zabok (HR))	-	not fully exploited	Medium	Low	No	SI034	HR043	0 €	-420 000 €	-40 000 €	-460 000 €	Cautious (SI) and none (HR): The feedback from the Slovenian Ministry of Infrastructure was rather cautious; no detailed feedback was given with regard to the proposed service level. No feedback from Croatian authority.	Railway is operational with existing PSO passenger train services, additional services could thus be operated with relative ease if potential meets authorities' expectations
237	Priekule (LV) - Skuodas (LT) - Kretinga (LT) (- Klaipėda (LT))	-	Neglected	Low	No	No	LV003	LT003	292 000 000 €	300 000 €	360 000 €	660 000 €	Negative: high operating costs	Existing long-distance commercial bus routes between Liepāja (LV) and Klaipėda (LT), but this neither runs daily nor does it serve Priekule

2. Analysis of possible new rail connections and discussion of alternatives

2. Analysis of possible new rail connections and discussion of alternatives

Quantitative:

- Pan-European estimation of rail travel demand
- Estimation of infrastructure and operating costs



**Availability of transport data
hinders such a top-down assessment**

Qualitative:

- Stakeholder consultation: Discussion with Competent Authorities (according to Directive (CE) 1370/2007) in border regions
- Development of public transport alternatives where the rail route in question does not appear to be the most appropriate solution



Bottom-up consultation of Competent Authorities widened the view of the study and brought fruitful results into it

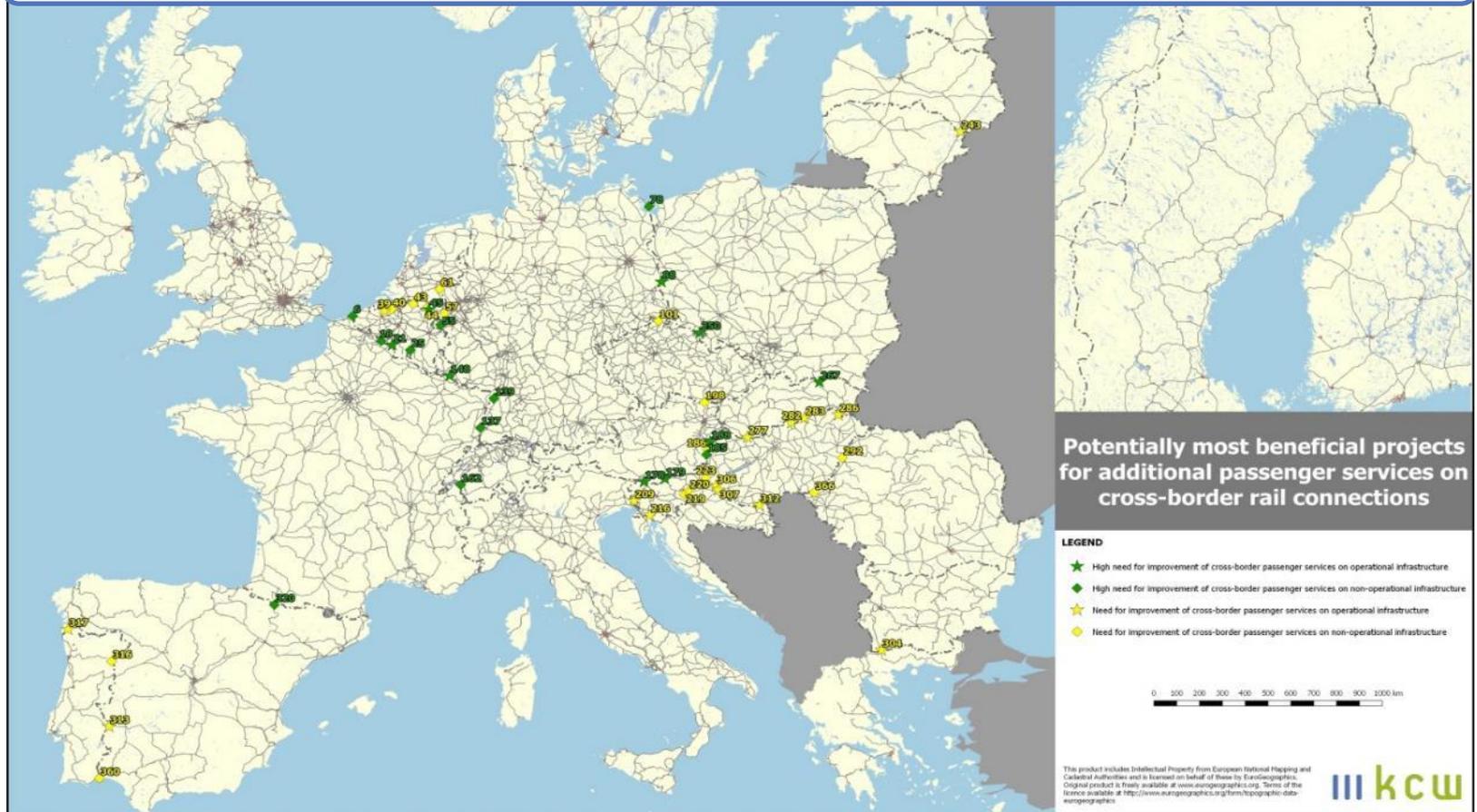
ID	Name of the rail connection	TEN-T: Corridor/ Core Network or Comprehensive Network	Classification according to 2017 timetable	Importance for the border region	Importance for the countries concerned	Importance on TEN-T level	NUTS3 in country A	NUTS3 in country B	The connection could improve TEN-T connectivity between...	The connection could alleviate the following structural spatial effects	Stakeholders' assessment
6	Dunkerque [FR] - De Panne [BE]	-	Elements missing	Medium	Low	No	FR301	BE258	-	Connection would be an additional link north of Lille the, along the French-Belgian coast	Rather positive
18	Valenciennes [FR] - Mons [BE]	Comprehensive Network	Entirely missing: dismantled	Medium	Low	Low	FR301	BE323	-	Connection would be an additional link south of the Lille area where no rail connection with passenger services between FR and BE exist today (gap of approx. 230 km)	Rather positive
21	Maubeuge [FR] - Charleroi [BE]	Comprehensive Network	Freight only	Low	Medium	Low	FR301	BE326	-	Connection would be an additional link south of the Lille area where no rail connection with passenger services between FR and BE exist today (gap of approx. 230 km)	Rather positive
25	Charleville-Mézières [FR] - Givet [FR] - Dinant [BE]	-	Entirely missing: dismantled	Medium	Low	No	FR211	BE353	Comprehensive Network/North Sea-Mediterranean	Connection would be an additional link south of the Lille area where no rail connection with passenger services between FR and BE exist today (gap of approx. 230 km)	Rather positive
45	Mol [BE] - Roermond [NL]	Comprehensive Network	Freight only	Medium	High	Low	BE222	NL414	-	Connection would be an additional link in the border area between Breda and Maastricht where no rail connection with passenger services between BE and NL exist today (gap of approx. 100 km)	Rather positive
55	Aachen [DE] - Maastricht [NL]	-	Proposed link	Medium	Low	No	DEA2D	NL423	North Sea-Baltic/Rhine Alpine/Comprehensive Network	-	Rather positive
78	Ducherow [DE] - Świnoujście Centrum [PL]	-	Entirely missing: dismantled	High	Medium	No	DE80N	PL428	-	Connection would ease the access from Berlin to the Polish and also the German part of the Island Usedom	Rather positive
88	Guben [DE] - Czerwieski [PL] - Zielona Góra [PL]	-	Freight only	Medium	Low	No	DE40G	PL432	Comprehensive Network	-	Rather positive
137	Freiburg [DE] - Colmar [FR]	-	Entirely missing: dismantled	High	Low	No	DE132	FR422	Rhine-Alpine/North Sea-Mediterranean	-	Rather positive
139	Rastatt [DE] - Roeschwoog [FR] - Haguenau [FR]	-	Elements missing	High	Low	No	DE124	FR421	Rhine-Danube/Rhine Alpine/Comprehensive Network	-	Rather positive
148	Trier [DE] - Thionville [FR] - Metz [FR]	Comprehensive Network	not fully exploited	High	Medium	Low	DEC02	FR413	-	Improved direct connection would ease rail transport between Trier and Metz. Today detour via Luxembourg or Saarbrücken necessary.	Rather positive
162	St-Maurice [CH] - Evian-les-Bains [FR]	-	Neglected	High	Low	No	CH012	FR718	-	Connection would improve public transport on the southbanks of Lake Geneva where no passenger rail services exist today	Rather positive
178	Rosenbach bei Viliach [AT] - Jesenice [SI]	Comprehensive Network	not fully exploited	High	Medium	High	AT211	SI042	-	-	Rather positive
179	Klagenfurt [AT] - Bleiburg [AT] - Maribor [SI]	-	not fully exploited	Medium	Low	No	AT213	SI033	-	-	Rather positive
185	Oberwart [AT] - Szombathely [HU]	-	Entirely missing: dismantled	Medium	Low	No	AT111	HU222	-	Connection would be an additional link in the border area between Sopron and Szeged where no rail connection with passenger services between AT and HU exist today	Rather positive
188	Deutschkreutz [AT] - Sopron [HU]	Comprehensive Network	not fully exploited	High	Medium	Low	AT112	HU221	-	-	Rather positive
250	Wałbrzych [PL] - Meziměstí [CZ]	-	Freight only	Medium	Low	No	PL517	CZ052	-	-	Rather positive
267	Muszyna [PL] - Plaveč [SK]	Comprehensive Network	Freight only	Medium	Low	No	PL218	SK041	-	Connection would be an additional link in the border area of Poland and the Slovak Republic where only few railway connection with passenger services exist at all	Rather positive
320	Zaragoza [ES] - Canfranc [ES] - Pau [FR]	Comprehensive Network	Entirely missing: dismantled	Medium	Medium	Low	ES241	FR615	-	Connection would be an additional link in the border area of Spain and France where only few railway connection with passenger services exist at all	Rather positive
39	(Gent [BE] -) Wondelgem [BE] - Terneuzen [NL]	Comprehensive Network	Freight only	Medium	No	Low	BE233	NL341	-	-	Rather cautious
40	Sint-Niklaas [BE] - Terneuzen [NL]	-	Entirely missing: dismantled	Medium	No	No	BE236	NL341	Rhine-Alpine/Comprehensive Network	-	Rather cautious
43	(Antwerpen [BE] -) Turnhout [BE] - Tilburg [NL]	-	Entirely missing: dismantled	Medium	No	No	BE213	NL412	North Sea-Baltic/North Sea-Mediterranean/Comprehensive Network	Connection would be an additional link in the border area between Breda and Maastricht where no rail connection with passenger services between BE and NL exist today (gap of approx. 100 km)	Rather cautious
44	(Hasselt [BE] -) Neerpelt [BE] - Achel [BE] - Borkel en Schaft [NL] - Eindhoven [NL]	-	Entirely missing: dismantled	Medium	No	No	BE222	NL414	Comprehensive Network	Connection would be an additional link in the border area between Breda and Maastricht where no rail connection with passenger services between BE and NL exist today (gap of approx. 100 km)	Rather cautious
57	(Mönchengladbach [DE] -) Dalheim [DE] - Roermond [NL] - Krefeld [DE] -) Kieve [DE] -) Kranenburg [DE] - Groesbeck [NL] - Nijmegen [NL]	Comprehensive Network	Neglected	Medium	Low	Low	DEA29	NL422	-	-	Rather cautious
61	(Krefeld [DE] -) Kieve [DE] -) Kranenburg [DE] - Groesbeck [NL] - Nijmegen [NL]	-	Elements missing	Medium	No	No	DEA1B	NL226	Comprehensive Network	Connection would ease the access from the German Lower Rhine region towards the Dutch Province Gelderland and could connect university location in Kieve and Nijmegen	Rather cautious
101	Seifhennersdorf [DE] - Rumburk [CZ]	-	Proposed link	Medium	Low	No	DED2D	CZ042	-	-	Rather cautious
186	Deutschkreutz [AT] - Szombathely [HU]	-	Entirely missing: dismantled	Low	No	No	AT111	HU222	-	Connection would be an additional link in the border area between Sopron and Szeged where no rail connection with passenger services between AT and HU exist today	Rather cautious
198	Laa an der Thaya [AT] - Hrušovany nad Jevšovkou [CZ]	-	Entirely missing: dismantled	Low	No	No	AT125	CZ064	-	Connection could serve as direct link between Vienna and Brno	Rather cautious
209	Coimbra [PT] - Nova Górgoa [ES]	-	Freight only	Medium	Medium	No	PTM42	ES042	-	Connection could link two the directly adjacent cities	Rather cautious
216											Rather cautious
219											Rather cautious
220											Rather cautious
223											Rather cautious

3. Identification of "potentially most beneficial" projects and policy conclusions

3. Identification of “potentially most beneficial” projects and policy conclusions



48 “potentially most beneficial” projects identified



Cross-border rail transport connections and missing railway links on the internal EU borders



3. Identification of “potentially most beneficial” projects and policy conclusions

Findings and Policy conclusions (extract):

- F2: Gaps in the passenger train network are often not the result of missing or unserviceable infrastructure. In many cases, even on main lines, there are severe shortcomings concerning the passenger train service.
- F3: Most passenger train services in the EU (83%) are organised on the basis of PSO contracts. This fact also applies to many of the cross-border rail connections that the study has analysed.
- F4: A number of regional cross-border connections have been reopened or inaugurated in recent years thanks to the commitment of competent authorities
- F5: Interreg funding has enabled the competent authorities to subsidise a service during the start-up phase.

3. Identification of “potentially most beneficial” projects and policy conclusions

Findings and Policy conclusions (extract):

- F7/F8: Locomotive-hauled trains have been widely replaced by multiple unit train sets. This mode of operation has increased the costs of interoperability because interoperable train sets are more costly than non-interoperable train sets.
- F9: Thanks to newly acquired rolling stock equipped to operate in both countries some rail connections have been reactivated in recent years
- F10: On several cross-border routes the offer is inadequate because the responsible authorities have not agreed on improving infrastructure to enable delivery of better services

3. Identification of “potentially most beneficial” projects and policy conclusions

Findings and Policy conclusions (extract):

- R1: The implementation of a stable long-term planning and financing framework for “small-scale” cross-border railway projects is needed.
- R4: Funding for cross-border infrastructure projects should also be available for lines that are not part of the Core and the Comprehensive TEN-T networks.
- R5: For the opening or reopening of a new railway line in many cases the full passenger potential is only addressed after a start-up phase of several years. Seed funding can help operators or competent authorities to launch such services.

3. Identification of “potentially most beneficial” projects and policy conclusions

Findings and Policy conclusions (extract):

- R6: The authors emphasise: Funding for rolling stock used on cross-border railway connections could help revive cross-border services, either by reducing the amount of subsidies necessary to operate the services - or by enabling the services to be run in “open access” mode.

Italy–Slovenia passenger services reinstated

On 9 September, after a gap of ten years, passenger services were reinstated between Italy and Slovenia via the Villa Opicina–Sežana border crossing. The new services have been made possible by a partnership between north-east Italian Friuli Venezia Giulia region, Trenitalia and Slovenian Railways (SŽ).

The services run twice daily from Udine/Trieste Centrale to Ljubljana and return. A ticket from Udine to Ljubljana will cost €15.60, while the fare from Trieste and Villa Opicina to Ljubljana will be €8.00. Journey time between Ljubljana and Trieste is 2h42, which is relatively uncompetitive compared with 1h10 by car on the 93 km motorway or 1h40 by coach. The new service runs over the former *Südbahn*; the distance between Trieste Centrale and Ljubljana is 150.3 km. Timings are as follows:

Train no.	1824	1896
Ljubljana	05.57	16.10
Trieste Centrale	08.39	18.43
Trieste Centrale	08.50	---
Trieste Airport	09.18	---
Udine	09.52	---

Train 1825 formed of ETR.563.001 "Città di Trieste" enters Postojna station on the first day of revenue operations, 9 September 2018.

Toma Bacic

Train no.	1825	1897
Udine	---	17.54
Trieste Airport	---	18.30
Trieste Centrale	---	18.58
Trieste Centrale	09.01	19.09
Ljubljana	---	21.48

The services are operated by CAF ETR.563 EMUs owned by the Friuli Venezia Giulia region, driven by Trenitalia personnel in Italy and by SŽ in Slovenia. Each 5-car EMU accommodates up to 297 passengers and 30 bicycles. In total, the region owns eight ETR 563 (3000 V DC) and four ETR 564 (3000 V DC and 15 kV AC). They were delivered in 2012–14 and entered revenue service in April 2015. Their maximum speed is 160 km/h.

The previous Italy–Slovenia services were withdrawn in 2008. In the last ten years the only possibility was to travel by direct train from Ljubljana to Villa Opicina, continuing by tram to the Trieste city centre. This required 15 minutes' walk between Villa Opicina railway station and the tram terminus. The tramway has been out of service for over a year.

There are two railway border crossings between Slovenia and Italy: the electrified double track route between Sežana and Villa Opicina and the non-electrified single-track freight-only route between Nova Gorica and Gorizia. **TB**



3. Identification of “potentially most beneficial” projects and policy conclusions

Findings and Policy conclusions (extract):

- R6: The authors emphasise: Funding for rolling stock used on cross-border railway connections could help revive cross-border services, either by reducing the amount of subsidies necessary to operate the services - or by enabling the services to be run in “open access” mode.
- R8: Enable small-scale infrastructure to be funded as part of cross-border cooperation programmes (Interreg A) by means of budget increases.
- R15: Make information on cross-border rail connections available to potential passengers
- R16: “Quick wins” should be realised wherever possible
- R13: Cooperation structures should be set up and used to support implementation of cross-border projects.

Voraussichtliche Änderungen im Zugverkehr zwischen Dresden und Wrocław/Breslau ab Dezember 2018

Mit dem Fahrplanwechsel im Dezember 2018 wird es voraussichtlich keine direkte Zugverbindung zwischen Dresden und Wrocław/Breslau mehr geben. Der Regionalexpress aus Dresden fährt dann bis Węgliniec/Kohlfurt und dort steigen die Fahrgäste zur Weiterfahrt nach Wrocław/Breslau in einen polnischen Zug um. Auf polnischer Seite kommen modernere und schnellere Fahrzeuge gegenüber den Dieseltriebwagen der DB Regio zum Einsatz. Dadurch wird die Reisezeit – trotz des Umstiegs – etwas kürzer werden. Ein genauer Fahrplan liegt allerdings noch nicht vor. Die beteiligten Verkehrsunternehmen werden Lösungen besprechen, damit der Umstieg in Węgliniec/Kohlfurt in guter Qualität erfolgt.

In Polen wird ab Ende 2019 die gesamte Strecke Zgorzelec – Wrocław/Breslau elektrifiziert sein. In diesem Zusammenhang hatte die polnische Seite schon seit längerem angekündigt, die Direktverbindung Dresden – Wrocław/Breslau spätestens dann nicht mehr finanzieren zu wollen. Derzeit laufen noch die Verhandlungen der Verkehrsunternehmen zum Abschluss eines Vertrages für die Verbindung ab 09.12.2018.

Aktuelles

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Fahrplanänderu

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Berichte, Zahlen

Verkehrsverfahr

Zielnetz 2019

Nahverkehrspla

ZVON-Verbands
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Die neue Strecke



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Wiederinbetriebnahme OE64

einen polnischen Zug um. Auf polnischer Seite kommen modernere und schnellere Fahrzeuge gegenüber den Dieseltriebwagen der DB Regio zum Einsatz. Dadurch wird die Reisezeit – trotz des Umstiegs – etwas kürzer werden. Ein genauer Fahrplan liegt allerdings noch nicht vor. Die beteiligten Verkehrsunternehmen werden Lösungen besprechen, damit der Umstieg in Węgliniec/Kohlfurt in guter Qualität erfolgt.

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www.zvon-mobil.de

Einfach, schnell und bargeldlos

Mit dem Handyticket ist der Fahrstreifenkauf per Mobiltelefon rund um die Uhr bargeldlos möglich und bei

Ideas for the development of services on the Dresden - Wrocław line / background

44 Deutschland-Takt

Maßnahmen für das Elektrifizierungsprogramm

Die folgenden Projekte erfüllen nach dem aktuellen Stand der Untersuchungen derzeit nicht die Kriterien für die Aufnahme in den VB. Es ist zu prüfen, ob eine Umsetzung im Kontext des neuen Elektrifizierungsprogramms des Bundes möglich wird.

- 7 ABS Nürnberg– Weiden – Hof/Schirnding – Grenze D/CZ
- 8 ABS Hochstadt-Marktzeuln – Hof/Nürnberg – Bayreuth – Neudorf
- 11 ABS Cottbus – Görlitz
- 12 ABS Dresden – Görlitz – Grenze D/PL
- 36 ABS Cottbus – Forst (Lausitz) – Grenze D/PL(– Zary)



Ideas for the development of services on the Dresden - Wrocław line



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SZ, 07.11.2018

Milliardenhilfen sollen Kohleausstieg erleichtern

Die Braunkohle ernährt in der Lausitz viele - der Kohleausstieg wird die Region heftig treffen. Um die Folgen abzumildern, schlägt die Kohlekommission deshalb einem Zeitungsbericht zufolge Milliardenhilfen vor.



Die Kohlekommission soll auch Ideen entwickeln, wie in der Lausitz neue Jobs entstehen sollen.

Bildrechte: dpa

Im Ringen um den Kohleausstieg bahnt sich offenbar eine Lösung an. Wie die "Süddeutsche Zeitung" schreibt, sollen die betroffenen Reviere für ein schnelles Abschalten der Kohlekraftwerke mit milliardenschweren Investitionen entschädigt werden. Die Zeitung beruft sich auf ein internes Papier der Kohlekommission.

Neuer Handystandard

Dem Bericht zufolge soll die Lausitz etwa bessere Anbindungen an Berlin und Dresden erhalten. Görlitz solle von einer neuen ICE-Verbindung zwischen Berlin und Polen profitieren. Auch seien die Lausitz und das Rheinische Revier als Modellregionen für den neuen Mobilfunkstandard im Gespräch.

MDR, 25.10.2018

Ideas for the development of services on the Dresden - Wrocław line

1. Brechung des Verkehrs in Węglińiec (bzw. from 2019 in Zgorzelec)
 - Regionalexpress Dresden - Węglińiec (ggf. häufiger als heute), schneller Regionalverkehr Węglińiec - Wrocław
 - Möglichkeiten der Versüßung des Umstiegs prüfen und kommunizieren: Anschlusssicherung, Umsteigeilfe, Kaffee/Lunchpaket zum Umstieg

Ideas for the development of services on the Dresden - Wrocław line

2. Durchgehende Verbindung über Görlitz

a) Status Quo: Einsatz von Dieseltriebwagen (bisherige Lösung: Desiro Classic-Triebwagen)

- Geschwindigkeit 120 km/h nicht optimal zwischen Węgliniec und Wrocław
- Betriebskosten nicht optimal (Diesel unter Fahrdracht in Polen)
- Hohe Kosten zur Anmietung der vorhandenen Fahrzeuge auf der polnischen Seite
- begrenzter Komfort der Triebwagen für Fernverkehr (Ausstattung, Motorengeräusch)

b) Einsatz von Lok-Wagenzügen im SPNV ab 12.2019 nach Elektrifizierung auf PL-Seite bis Zgorzelec, Lokwechsel in Zgorzelec

- Betriebsverfahren ähnlich wie bis Dezember 2004
- erfordert zeit- und personalintensiven Lokwechsel
- erfordert Überlegungen zur Integration in bestehende Triebwagen-Betriebskonzepte im SPNV an beiden Seiten oder alternativ Produktion als on-top Angebot

Ideas for the development of services on the Dresden - Wrocław line

2. Durchgehende Verbindung über Görlitz

c) Verlängerung von Zügen der PKP IC

- Idee: Diskussion mit PKP IC, die bisher Węgliniec anfahrende Züge bei Finanzierung der zusätzlichen Kosten als Lokzüge zu fahren und nach Dresden zu führen
- Erfordert Optimierung der Fahrlagen für Fahrgäste aus/nach Dresden, Erörterung der Option zusätzlicher Züge

d) Hybridfahrzeuge Diesel/Elektro

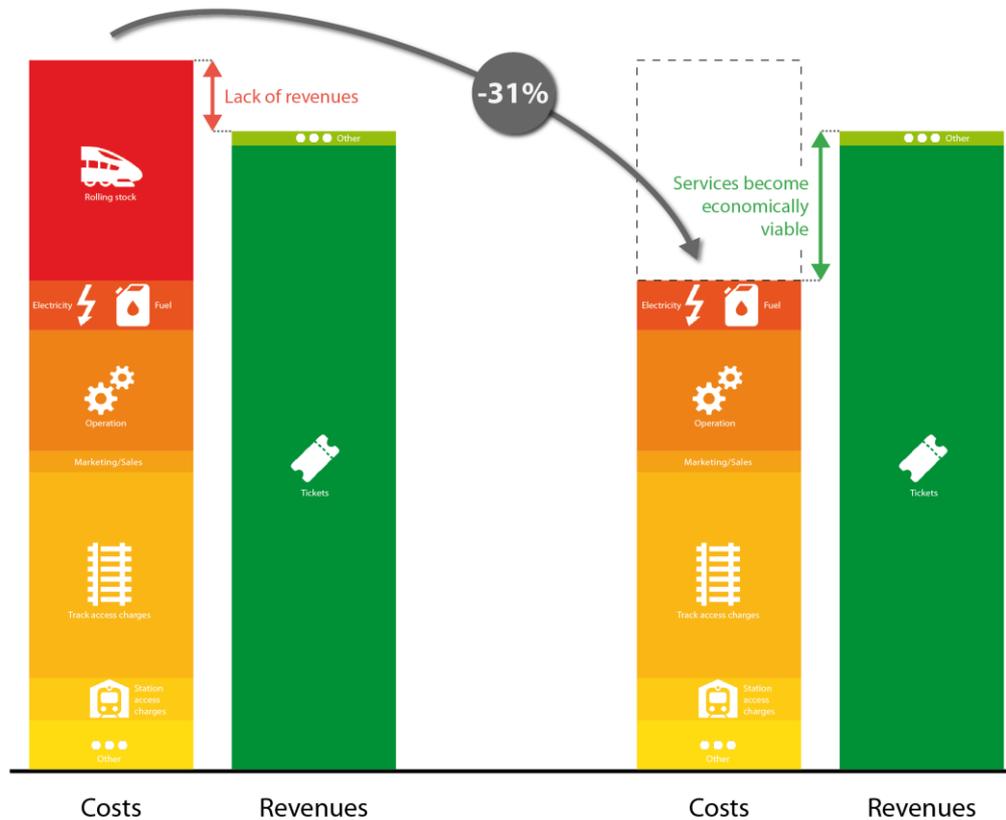
- derartige Fahrzeuge sind bereits im Einsatz im Ausland, z.B. in FR und GB, aber noch nicht in DE oder PL; Newag bi-modaler Triebwagen befindet sich erst in Entwicklung, Zulassung auf beiden Seiten erforderlich
- daher frühestens als mittelfristige Lösung

Ideas for the development of services on the Dresden - Wrocław line

3. Durchgehende Verbindung über Hoyerswerda - Węgliniec
 - Idee: Nutzung der durchgehend elektrifizierten Strecke
 - Einsatz von Lok-Wagenzügen mit Mehrsystem-Elektrolokomotiven, z.B. ES64U4, Vectron, TRAXX
 - Optional Anbindung von Görlitz mit abgestimmtem Regionalverkehr über Zgorzelec (oder Niesky)
 - Alternativ mit Vorlauf und strategischer Komponente: Aufstellung eines Lastenheftes für passende Zweisystem AC/DC (3kV)-Triebfahrzeuge federführend durch den Freistaat Sachsen und Abstimmung mit anderen interessierten Aufgabenträgern (Komfortauslegung für den Grenzbereich zwischen Nah- und Fernverkehr; alle namhaften Fahrzeughersteller haben Plattformen, aus denen sich so ein Fahrzeug leicht ableiten ließe. dadurch keine teure Neuentwicklung, Nutzbarkeit für alle elektrifizierten Strecken zwischen DE-PL, DE-CZ sowie DE-BE)

Ideas for the development of services on the Dresden - Wrocław line

Cost and revenue items for long distance railway services



Today many long distance railway services are economically not viable

These services may become viable due to the provision of rolling stock free of charge

Contact

http://ec.europa.eu/regional_policy/en/information/publications/reports/2018/comprehensive-analysis-of-the-existing-cross-border-rail-transport-connections-and-missing-links-on-the-internal-eu-borders



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