



INTEGRATION OF PROJECT FINDINGS IN REGIONAL POLICY INSTRUMENTS: *THURINGIA* - D.T3.3.1

Work paper

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1) Introduction

One of the main objectives of REIF Project is to strengthen political focus on regional rail infrastructure for freight transport in CE territories. To achieve this objective, all project's partners committed to integrate and/or update their policy documents with the main findings, lessons learned and achievements from the REIF activities (e.g. studies, road maps definitions, pilot actions, etc).

This deliverable provides reference information about the addressed policy instruments and describes the way REIF's activities have influenced the policy instrument. The addressed policy instruments are therefore ensuring improved relevance of the policy field "regional rail freight infrastructure & services" of the participating regions in the future.

2) Policy instrument description

State Development Program (LEP) 2025

In the LEP 2025, basic guiding principles for the development of the state as well as goals and principles of spatial planning, e.g. on the spatial structure and on the transport infrastructure, are defined.

Guiding ideas for the freight transport infrastructure development of the LEP are:

- The targeted further development of the parts of the country should create new opportunities for economic development using the special potential of the central location and the efficient transport system as a connecting element.
- As an indispensable prerequisite for the advancement of the development corridors, the transport and communication infrastructures should be secured and further developed.
- The favorable location of the development corridors, which results in particular from the effect of the existing and ongoing high-quality road and rail infrastructure, should be used to strengthen competitiveness.



4.5.1 In the case of spatially significant planning and measures, special emphasis should be placed on avoiding and minimizing traffic and shifting traffic to environmentally friendly modes of transport. The use of land and the negative impact on the environment should be kept as low as possible and the fragmentation of large, connected open spaces should be avoided.

4.5.6 The locational requirements for the shipping industry are to be taken into account through spatially significant planning and measures to improve rail freight transport, in particular to increase capacity and to maintain and expand necessary loading points, freight stations and connecting railways. Route closures should be avoided, particularly on routes with regular rail freight traffic demand, adjacent larger industrial and commercial companies or corresponding potential.

For regional planning

4.5.17 In the regional plans, existing rail lines can be secured as goals or principles of spatial planning for a perspective reopening (line security). For rail and road construction projects, the corridors required in the regional plans can be kept free by means of goals or principles of regional planning (track maintenance).

4.5.18 In the regional plans, location areas for goods loading points can be determined in spatial planning, provided that a regional importance in terms of spatial planning and transport-related freight transport potential is proven or expected.

State Transport Program

The objectives formulated in the state transport program take into account the upcoming requirements and provide the direction for the further work of the Free State of Thuringia on the development of the transport system.

The Thuringian state transport program is currently being updated and adapted to future challenges. The results of the REIF project will be included.

Due to the fact that the REIF project started to investigate bottlenecks in rail infrastructure and developed a Road map for reactivation of one branch line in Thuringia the political focus has changed and more and more disused lines or gaps in the rail infrastructure became a topic of political and social discussion. Concerning the EU Climate goals all actors are aware that sufficient CO2 reduction without an increase of rail freight transport is not feasible.

Thuringian sustainability strategy

The Thuringian Sustainability Strategy 2018 describes the guiding principles for sustainable development in the Free State of Thuringia. So far, no statements on freight transport have been included.

In the updating of this sustainability strategy, goals for the sustainable design of freight transport should be added and the results of REIF should be taken into account.

3) Endorsement of regional policy documents

In Thuringia, the Ministry for Infrastructure is responsible for the framework conditions for rail freight transport.

In work package 1 of the Central Europe project "REIF", a baseline study, a potential analysis and a bottleneck analysis of rail freight transport in Thuringia were carried out.



In these analyses, the existing strengths and weaknesses as well as the untapped potential for the regional access of goods to rail were shown. The results of these analyzes were handed over to the responsible departments within the Ministry of Infrastructure.

In addition to other factors, these analyzes from the REIF project also ensured that a staff unit was set up in the ministry in December 2021, which is responsible for developing a “Master plan for rail infrastructure 2030”. This master plan lays down the basic and specific goals and tasks with which the prerequisites for modern, climate-friendly and efficient rail transport are created in Thuringia. This makes an important contribution to shifting traffic from road to rail and to being able to meet the climate targets in Thuringia, Germany and Europe.

In addition to passenger transport, freight transport will also play an important role in this master plan. In the modal split of the types of goods transport, rail in Thuringia only has a very small share of approx. 5%.

In the REIF Deliverable D.T 3.2.7 “Final Roadmap new rail infrastructure and services 2030” a number of measures are listed and described that can contribute to strengthening rail freight traffic in Thuringia by the year 2030. With its time horizon, this roadmap fits exactly with the master plan of the ministry.

For this reason, this document, which was developed in the REIF project, was handed over to the head of the “Masterplan” department. It thus flows directly into a current political document in Thuringia.

In the REIF project, total investment costs of around €88 million were determined in order to implement the measures listed in the “Final Roadmap for new rail infrastructure and services 2030”. This amount is included as a recommendation for investments in infrastructure to improve rail freight traffic in Thuringia.