

PILOT ACTIVITY CONCEPT & LAUNCH REPORT #4 - TMIL - FHE (THURINGIA)

D.T2.2.2

Work paper

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1) Introduction

In this section, please briefly describe the need underlining the development of the pilot action: the challenges it tackles, how it was developed and why it fits the REIF project.

Securing mobility while at the same time protection of the environment and protection of the natural resources take more and more in importance. The public Transport plays an important role, as it in generally has lower specific energy consumption, space requirements and emissions than the motorized individual transport.

In Thuringia in the decades after the German reunification railway lines have been closed. Against the backdrop of emerging mass motorization they were considered as old and unattractive. And emerging investments for repairing and maintaining routes were seen as problems.

The newly developed settlement densifications in the form of new settlements and new industrial sites and the related induced commuting traffic have not been considered during the closing of the lines.

The development of the railway infrastructure in Thuringia nearly stagnated in the last 15 years. From an overall length of 1598 kilometres in 2005 it decreased until 2017 to 1558 kilometres. Since 1994 even 41 lines have been closed with an overall length of 467 kilometres

The modal share for freight transport in Thuringia stagnates in the last years or even decreases to the disadvantage of rail.

The continuing high dynamic of international trade will have an impact on freight transport until 2030. Cross-border (+ 42%) and transit traffic (+ 52%) will increase significantly. Domestic traffic is also growing strongly (+ 31%).

Thus the Thuringian State Government is committed to the climate goals of Paris and the goals of the Thuringian Climate Act. Together with all interested political and social actors, it will look for solutions and develop measures and projects to achieve these goals.

A first action will be the establishment and continuation of the „Round Table Freight Transport“ aiming to increase the potential of rail freight transport in Thuringia.

The pilot action completely fits into the goal of the REIF project:

Over past decades the modal split of freight transport was characterized by a decline of rail services, especially in the countryside. New industrial sites were established without railway sidings, existing ones were disconnected from the rail network, closing down branch lines. Rail freight transport away from main corridors was left unattended. To achieve new environmental & climate protection targets

the shift of goods transport from road to rail is indispensable, calling for the reactivation of rail services.

2) Pilot action description

In this section, please describe your pilot action filling in the following chart:

PP involved	TMIL, FHE
Timescale (start/end date)	September 2020 March 2021?
Main actors/stakeholders involved	DB Netze, County of Gotha, Zossen Rail GmbH, TMIL, Industry
Pilot action launch <i>Please describe when and how the pilot action was launched</i>	Signing a letter of interest by TMIL & County of Gotha & Zossen Rail GmbH in September 2020
Description of the activities to be done within the pilot action	Identification of potential line suitable for reactivation for rail freight and passenger transport. Identification and involvement of Drivers, Interest Groups and multipliers. Gain knowledge about framework conditions Cost benefit analysis Communication plan Securing the infrastructure.
Expected results	Reactivation of the "Ohratal Line" between Gotha and Graefenroda for Rail Freight as well as Rail Passenger Transport
Potential risks of the successful outcome of the pilot action and the adopted strategies to overcome them	Lack of interest in industry Unexpected damages in existing infrastructure that cause high additional investments

3) Conclusion

In this final section, please add pictures/documents/PPTs of the pilot action launch.



Figure 1: Station of Emleben with old loading ramp



Figure 2: Overgrown track of "Ohratalbahn" near to Georgenthal



Figure 3: Prepared track of shut down “Ohratalbahn” for connecting with industrial company



Figure 4: Round wood is waiting for revitalization of the “Ohratalbahn” at the station of Ohrdruf



Figure 5: End of the railway line “Ohratalbahn” (track on the right side) in Graefenroda