

D.T1.4.2 - PRIORITY LIST OF ACTIONS & COST ESTIMATION

Work paper

Version
1.0
1.2021

1) Introduction

In our bottleneck analysis of WP 1.3.3 we identified for the region of Thuringia the following most important bottlenecks for the extension of rail freight transport:

- Missing terminals for shipment
- Rail freight transport is only profitable on routes with rail passenger transport.
- Infrastructural deficits
- Missing links in railway network

Hence we searched for projects that can remove these detected constraints effectively.

All of the actions in the priority list were mentioned in our discussions with different stakeholders and have good prospects for the implementation in different timeframes in Thuringia



2) Priority list of actions

Action	Priority area	Challenges/ results, impact of action	Priority level	Area/level	Timeframe (start of action)	Estimated costs	Potential indicators to measure the success of the action	Responsible entity
Name of action	- Transport infrastructure - Rolling stock / machinery - Services /operations - Legislation/ administration - Other: _____	What the action will improve?	-high(H) -low (L) - medi- um (M)	- country - region, - municipality, -	- Short term – S (in 1-2 years) - Medium term - M (in 3-5 years) - Long term – L (in more than 5 years)	In EUR	- increased capacity - shorter travel time - lower mainte- nance costs - lower operational costs -	-region, - railway infrastructure manager, - port authority, -
Reactivation of the »Ohratal- bahn«-line for rail freight transport	Transport infrastructure	Additional terminals for shipment Additional links in railway-network for more flexibility Better competitive- ness through freight- plus passengers- transport	H	- Germany - Thuringia - Counties of Gotha and Ilmkreis	S	15 Mio.	- 30 % increased capacity (freight) - 100 % increased capacity (passenger) - Additional loading points for wood	Thuringian Ministry of Infrastructure and Agriculture
Reactiva- tion, moderni- zation and expansion of the railport Nordhausen	- Transport infrastructure - Services / operations	Additional terminals for shipment Availability of new loading technologies	H	- Germany - Thuringia - County of Nordhausen - City of Nordhausen	M	0,25 Mio. For loading track.	- Shift of freight from road to rail 600.000 t p.a. as basic transport. - 100 % increased capacity	Deutsche Bahn AG and Paul Will GmbH & Co. KG Rail Logistic Center
Expansion of the Erfurt - Vieselbach container terminal	- Transport infrastructure - Services / operations	Additional terminals for shipment of containers Availability of new loading technologies	H	- Germany - Thuringia - City of Erfurt	M	- Additional capacity for loading of containers: 15.000 TEU	DUSS GmbH
Reactivation of »Höllental« line	- Transport infrastructure	Additional terminals for shipment Additional links in railway-network for more flexibility	H	- Germany - Thuringia - Saale-Orla- County	L	25 Mio. EUR	- Shift of freight from road to rail 2.700.000 t p.a. - 70 % increased capacity - Shorter travel time	Thuringian Ministry of Infrastructure and Agriculture
Reactivation of »Max- und-Moritz- Bahn« line	- Transport infrastructure	Additional links in railway-network for more flexibility	M	- Germany - Thuringia - County of Saalfeld and Rudolstadt	M	15 - 50 Mio. EUR	- 100 % increased capacity	Thuringian Ministry of Infrastructure and Agriculture
Reactivation of »Werra- Bahn« line	- Transport infrastructure	Additional links in railway-network for more flexibility	M	- Germany - Thuringia - County of Hildburghausen	L	103 Mio. EUR	- Shift of freight from road to rail	Thuringian Ministry of Infrastructure and Agriculture
Reactivation and upgrading of the »Rennsteig- bahn« line	- Transport infrastructure	Additional terminals for shipment Additional links in railway-network for more flexibility	M	- Germany - Thuringia - County of Schmalkalden- Meiningen	M	15 Mio.	- Shift of freight from road to rail	Rennsteigbahn mbH & Co. KG
Reactivation of terminal »Sonneberg«	- Transport infrastructure - Services / operations	Additional terminals for shipment	M	- Germany - Thuringia - County of Sonneberg	L	0,15 Mio.	- Additional loading capacity of goods:	Thüringer Eisenbahn GmbH

3) Process, responsibilities and lessons learnt

1) Which organisations/stakeholders were consulted in the selection of priorities? What were their priorities and how were they involved?

In preparation of this list of priorities, we conducted 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.

Last but not least we talked with responsible local and regional authorities.

In summary all of them need more and improved loading terminals and reactivated branch lines for better access to customers and more flexibility.

2) Who will ensure that the priority list will be followed up when investment decisions are taken and how (referring to responsible entities in the list of actions table)?

The transport department of the Thuringian Ministry of Infrastructure and Agriculture was involved in drawing up, select and prioritise this list of actions. This department will coordinate the investments listed beyond the end of the “REIF” project.

This procedure is ensured by the fact that the Ministry itself is the responsible body for issuing permits and financing for most projects.

For other investments of this list, funding is provided through the Ministry and the Transport Department.

Since all threads come together here, the further tracking and prioritization of investment decisions is ensured.

The transport department has confirmed that it will continue to involve stakeholders and representatives from the Advisory Board in the future.

3) What lessons were learnt when the priority list was selected/negotiated?

Cost estimations without detailed study 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.

4) Which constraints are expected in its realization?

In the project “Reactivation of »Höllental« line” could come a conflict with nature reserve areas. And there are contrary interests of different responsibilities because two federal states are involved.

The reactivation of closed railway lines for freight transport needs a parallel running public transport for cost-efficient operation.

High costs because of infrastructural projects.



4) Conclusion

The projects in the priority list include an expansion of the existing rail network and the available loading points in Thuringia.

This will expand the previously inadequate capacities for freight transport by rail.

The existing container terminals e.g. are now working at their capacity limit. In future it will be possible to shift more containers from road to rail.

Industrial areas have a long distance to the next railway line and the next loading point. With the reactivating of closed branch lines they will get better access to rail transport and many companies are ready to use this opportunity.