



BOOSTING CROSS-BORDER REGIONS THROUGH BETTER TRANSPORT

14 NOVEMBER 2019 | BRUSSELS, BELGIUM



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BOOSTING CROSS-BORDER REGIONS
THROUGH BETTER TRANSPORT



14 NOVEMBER 2019 | BRUSSELS, BELGIUM



The situation of cross-border rail services and the Missing rail links study

Boosting cross-border regions through better transport
Brussels, 14 November 2019

Ludger Sippel

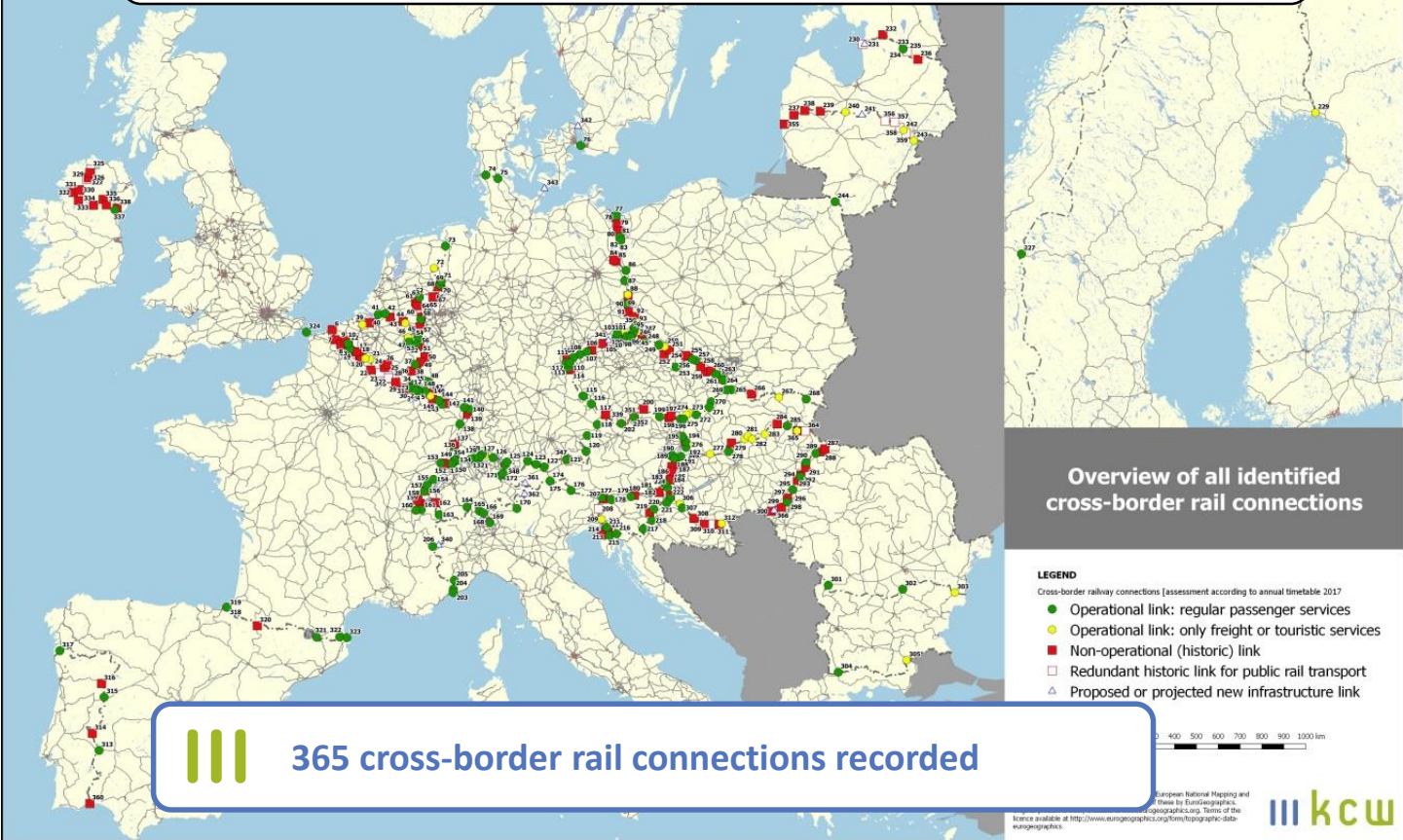


Introduction

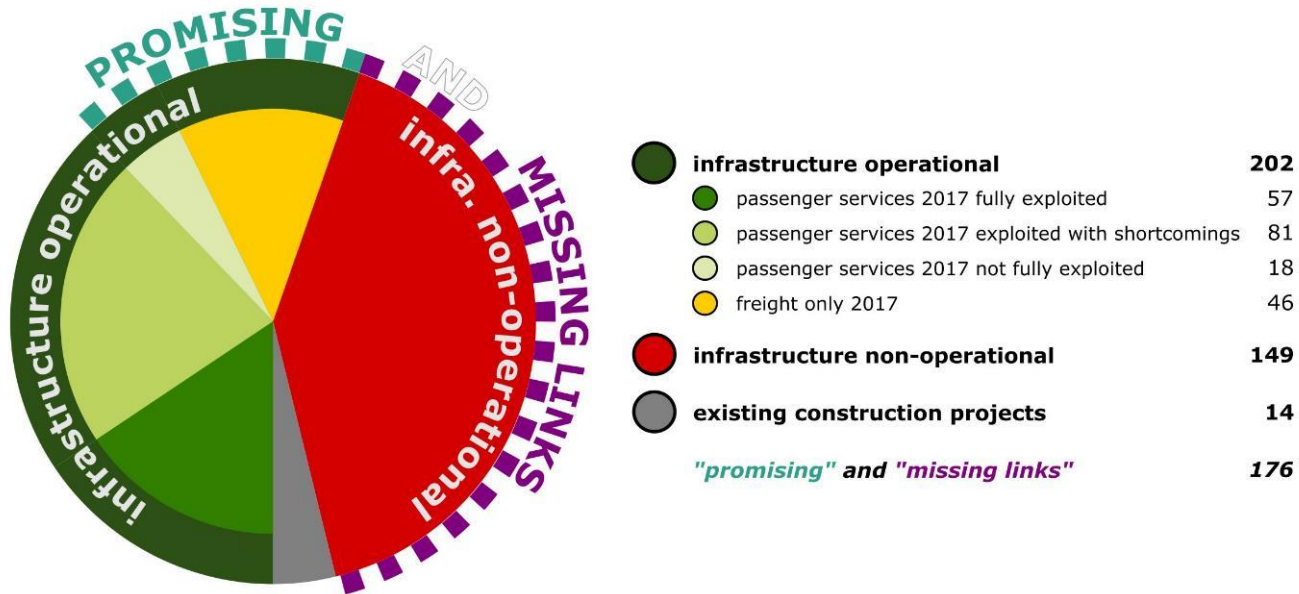
The „missing links“ study of 2018

- Comprehensive analysis of the existing cross-border rail transport connections and missing links on the internal EU borders
 - a. Inventory of cross-border rail connections and “missing links”
 - b. Analysis of possible new rail connections and discussion of alternatives
 - c. Identification of “potentially most beneficial” projects
- Available at:
https://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


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



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



a. Inventory of cross-border rail connections and “missing links”

Figueres Vilaf	Schöna [DE]	Glucholazy [CZ]	Botovo [HR]	Barca de Alva [PT]	Lanaken [BE] - Maastricht [NL]
					
Status of operation	Status of operation	Status of operation	Status of operation	Status of operation	Status of operation
TEN-T corridor	TEN-T corridor	TEN-T corridor	TEN-T corridor	TEN-T corridor	TEN-T corridor
Missing infrastructure	Missing infrastructure	Missing infrastructure	Missing infrastructure	Missing infrastructure	Missing infrastructure
Administrative obstacles	Administrative obstacles	Administrative obstacles	Administrative obstacles	Administrative obstacles	Administrative obstacles
INTEROPERABILITY	INTEROPERABILITY	INTEROPERABILITY	INTEROPERABILITY	INTEROPERABILITY	INTEROPERABILITY ISSUES
Railway gauge	Railway gauge	Railway gauge	Railway gauge	Railway gauge	Railway gauge
Number of tracks	Number of tracks	Number of tracks	Number of tracks	Number of tracks	Number of tracks
Electrification	Electrification	Electrification	Electrification	Electrification	Electrification
Train control system	Train control system	Train control system	Train control system	Train control system	Train control system
OPERATIONAL ISSUES	OPERATIONAL ISSUES	OPERATIONAL ISSUES	OPERATIONAL ISSUES	OPERATIONAL ISSUES	OPERATIONAL ISSUES
Type of service	Type of service	Type of service	Type of service	Type of service	Type of service
Passenger services in 2017	Passenger services in 2017	Passenger services in 2017	Passenger services in 2017	Passenger services in 2017	Passenger services in 2017
Infrastructure manager	Infrastructure manager	Infrastructure manager	Infrastructure manager	Infrastructure manager	Infrastructure manager
Language of operation	Language of operation	Language of operation	Language of operation	Language of operation	Language of operation
Competent authorities for PSO passenger services	Competent authorities for PSO passenger services	Competent authorities for PSO passenger services	Competent authorities for PSO passenger services	Competent authorities for PSO passenger services	Competent authorities for PSO passenger services
Railway undertaking(s)	Railway undertaking(s)	Railway undertaking(s)	Railway undertaking(s)	Railway undertaking(s)	Railway undertaking(s)
Ministry of transport	Ministry of transport	Ministry of transport	Ministry of transport	Ministry of transport	Ministry of transport
ADDITIONAL INFORMATION	ADDITIONAL INFORMATION	ADDITIONAL INFORMATION	ADDITIONAL INFORMATION	ADDITIONAL INFORMATION	ADDITIONAL INFORMATION
High-speed line	Additional information on this border	Czech transit		In 2009 Portugal announced support for the financial cost	Line has no connection to domestic Belgian railway network.

[...]



„Missing links“: Cross-border rail infrastructure that is not operational

De Panne [BE] / Dunkerque [FR] border

Photo Julian Nolte 2017

In corridors of high demand: Good offer across the borders

Thalys [DE/BE/NL/FR]

Photo Julian Nolte 2011





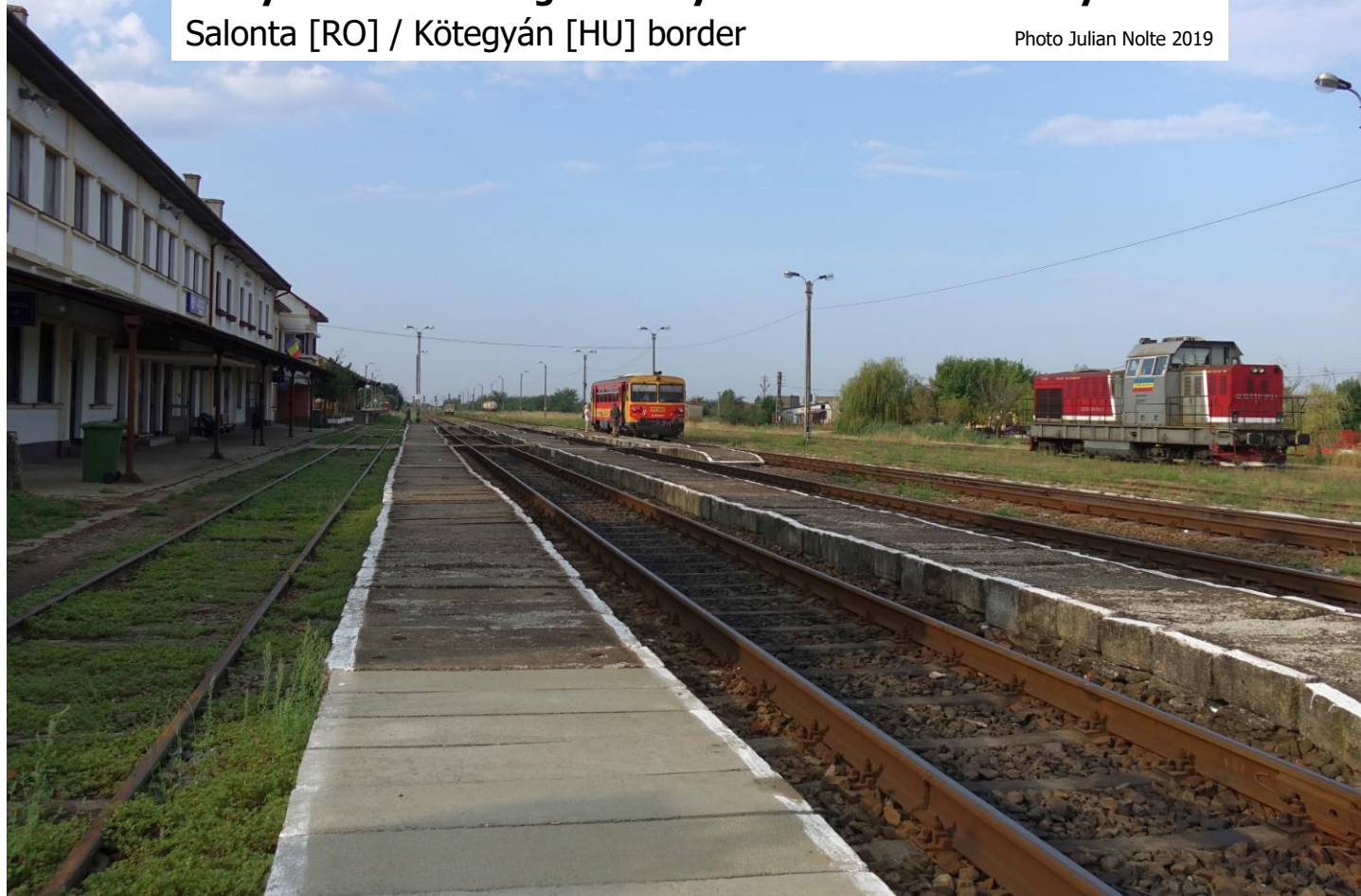
In some places, PSO competent authorities are filling the gaps
Trilex (ZVON [DE] / LK [CZ])

Photo Julian Nolte 2019

Many border crossings railway services are not really viable

Salonta [RO] / Kötegyán [HU] border

Photo Julian Nolte 2019



What we found out

Two main findings

- **Most of the small-scale cross-border railway connections do not belong to the TEN-T Core or Comprehensive Network** and have previously mostly been disregarded from funding for investments.
- **Gaps in the cross-border passenger rail network are not necessarily caused by missing elements of infrastructure:** In many cases even on operational railway infrastructure there is a lack of cross-border passenger services. Competent authorities of the Member states can play a crucial role for implementing cross-border passenger services on these lines.

What we found out

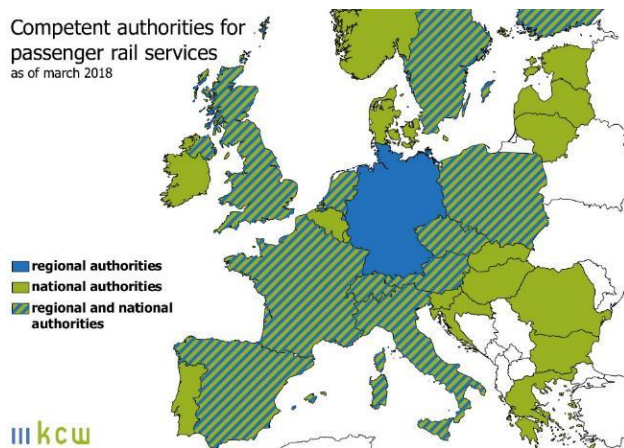
Huge importance of PSO competent authorities

- PSO = public service obligation
(e.g. a transport contract with a railway undertaking)
- PSO usually define financing and quality of the offered services
- Legal framework: Regulation (CE) No. 1370/2007
- Spatial organisation depends from national circumstances
- **Most EU passenger services are covered by a PSO:**
 - 65% of rail passenger km
 - 83% of passenger train-km



Cross-border cooperation of PSO competent authorities is crucial for cross-border rail

Competent authorities for passenger rail services as of march 2018



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/ 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	Hazebrück (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 Hazebrück (FR) and Poperinge (BE)
8	Arenberbes (FR) - Comines/Komen (BE) (- Kortrijk (BE))	-	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	(Lille Handevies (FR) (- 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. 20m, 60min) linking Comines/France and Comines/Komen (BE)
16	(Valenciennes (FR) (- St-Amand-les-Eaux (FR) - Artois (BE) (- Tournaï (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	(La Quatrevoies (FR) - Bellegries (FR) St-Ghislain (BE) (- Mons (BE))	-	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	Mauberge (FR) - Quiby (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) - Terneuzen (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" Negative (BE) to Cautious (NL). While the Belgian side sees passenger trains on Gent - Terneuzen line as a more realistic proposition, the Dutch side sees perspectives for this line, but studies have not been conducted	Enhanced existing bus services between Gent and Terneuzen
40	Sint-Niklaas (BE) - Terneuzen (NL)	-	Entirely missing: dismantled	Medium	No	No	BE236	NL341	348 000 000 €	250 000 €	-310 000 €	-60 000 €	Cautious. Belgian side sees a degree of potential, Dutch side has not previously considered the route for reactivation	Existing, well-coordinated bus services between Sint-Niklaas, Hulst and Terneuzen
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) - Heerlepeik (BE) - Achele (BE) - Borkele - Schift (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	Moi (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 Heseweg 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	DEA18	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) - Gerning (NL) (- Nijmegen (NL))	-	Entirely missing: dismantled	Low	No	No	DEA18	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) - Gerning (NL) and Gerning - Bommer (NL) or the rail activation of ID 64
61	(Krefeld (DE) - Kleve (DE) - Kranenburg (DE) - Greesbeck (NL) - Nijmegen (NL))	-	Elements missing	Medium	No	No	DEA18	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	(Weise (DE) - Bocholt (DE) - Winterwijk (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) - Asten (NL)
68	(Alauz (DE) - Alsdorf (DE) - Eirensheime (NL) - Ernschede (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 Alauz (DE) - Gronau (DE) - Ernschede (NL)
178	Rosenbach bei Villich (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)	Kailway is operational with existing PSO passenger train services, additional services could thus be operated with relative ease if potential meets authorities' expectations
212	Trieeste (IT) - Hrapče-Kočina (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	Iliriska Bistrica (SI) - Šapjane (HR) (- Rijeka (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) - Hamnica (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 stations) on existing line ID 220
220	(Stranje (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) - Kretzinga (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 route between Liepāja (LV) and Klaipėda (LT), but this neither runs daily nor does it serve Priekule

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

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Quantitative:

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



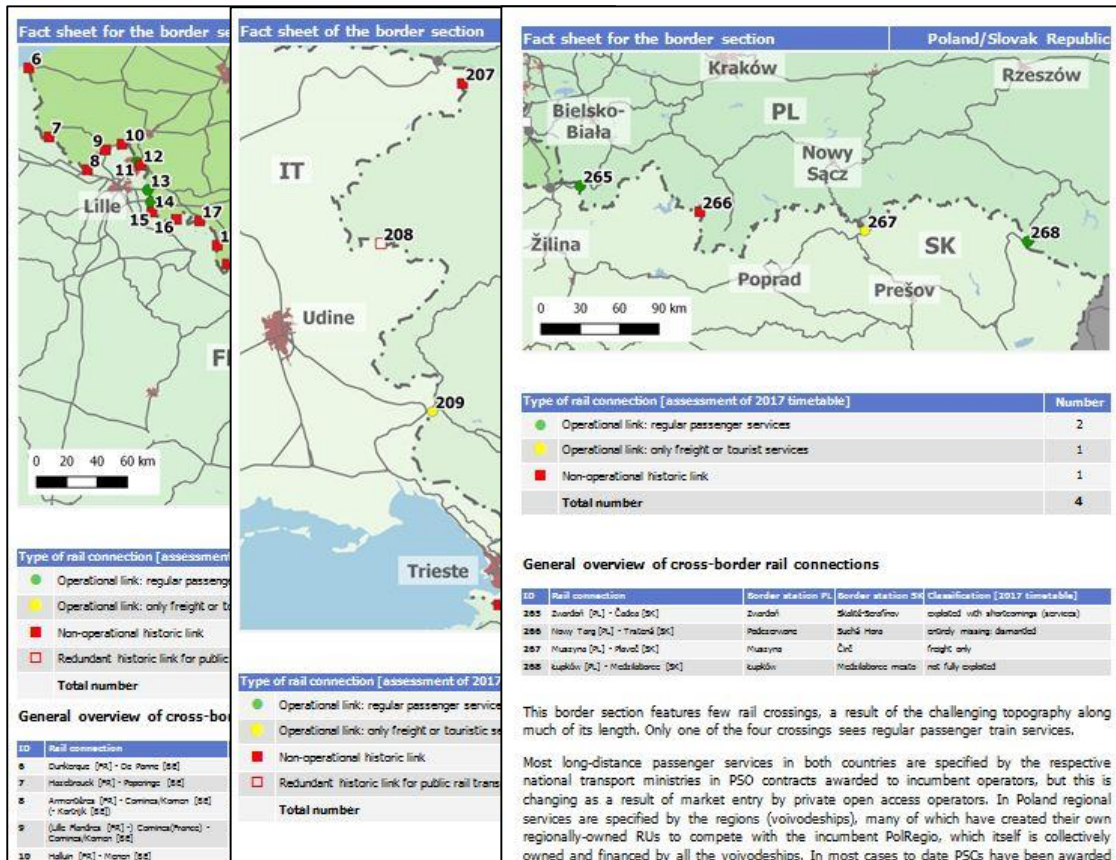
Availability of transport data
hindered such a top-down assessment

Qualitative:

- Stakeholder consultation: Discussion with PSO competent authorities in border regions
- Development of public transport alternatives where rail (currently) does not seem to be the appropriate mode



Bottom-up consultation of PSO competent authorities
widened the study's view and brought fruitful results into it



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

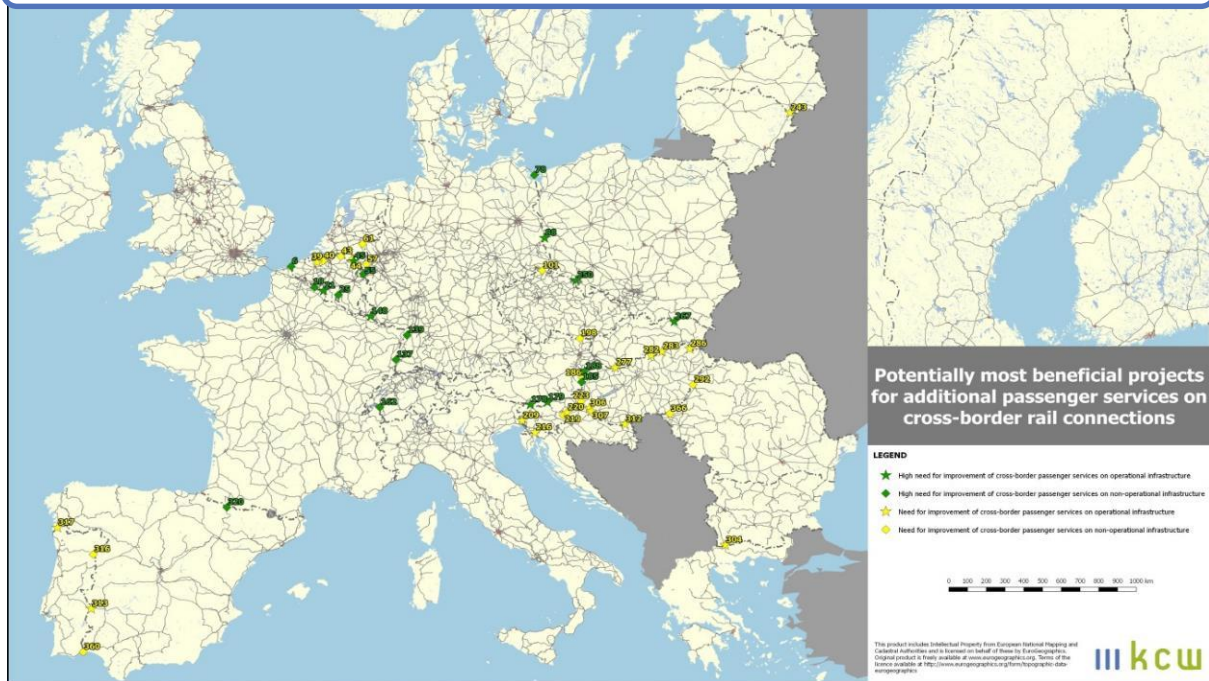
ID	Name of the rail connection	TEN-T/ Corridor / Core Network or Comprehensive Network	Classification according to 2017 timetable	Importance for the border region	Importance for the countries concerned	Importance on TEN-T level	NUTS3 in country A	NUTS3 in country B	The connection could improve TEN-T 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, 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	Moi [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] - Czerwietek [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] - Rosenschwoog [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 Vilach [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 Szentgotthard 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	Walbrzych [PL] - Meziměstí [CZ]	-	Freight only	Medium	Low	No	PL517	CZ052	-	-	Rather positive
267	Muszyna [PL] - Pławé [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] -) Heerlen [BE] - Achel [BE] - Borke 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] - Greesbeck [NL] -) Nijmegen [NL]	Comprehensive Network	Neglected	Medium	Low	Low	DEA29	NL422	-	-	Rather cautious
61	Kranenburg [DE] - Greesbeck [NL] - Nijmegen [NL]	-	Elements missing	Medium	No	No	DEA18	NL226	Comprehensive Network	Connection would ease the access from the German Lower Rhine region towards the Dutch Province Gelderland and could connect urban location in Kieve and Nijmegen	Rather cautious
101	Sefthensdorf [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 Szentgotthard where no rail connection with passenger services between AT and HU exist today	Rather cautious
190	Laa an der Thaya [AT] - Hrubovany nad Jevšovskou [CZ]	-	Entirely missing: dismantled	Low	No	No	AT125	CZ064	-	Connection could serve as direct link between Vienna and Brno	Rather cautious
209	Gent [FR] - Mons [FR] - Charleroi [BE]	-	Entirely missing: dismantled	Medium	Medium	No	FR301	BE326	-	Connection would be an additional link in the border area between France and Belgium	Rather cautious
216											Rather cautious
219											Rather cautious
220											Rather cautious
223											Rather cautious

c. Identification of "potentially most beneficial" projects

c. Identification of “potentially most beneficial” projects



48 “potentially most beneficial” projects identified



Conclusions of the study

Funding

- 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 can only be reached after a start-up phase of several years. Seed funding can help operators or competent authorities to launch such services.
- 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.

Conclusions of the study

Governance

Concerning cooperation across the border:

- R10: The authors emphasise the importance of creating a dedicated coordinator for small cross-border projects beyond the TEN-T network.
- R7: Make better use of opportunities provided by existing Interreg A, which can play an important coordination role and help solve cross-border mobility challenges.

Others:

- R15: Make information on cross-border rail connections available to potential passengers
- R16: "Quick wins" should be realised wherever possible

Outlook

What can you do in order to reopen passenger services on your cross-border railway?

- **Assess if services would be economically viable**
 - Yes: Help railway undertaking to make a business case of cross-border services
 - No: Consider subsidising future services and get in touch with your PSO competent authority and the one on the other side of the border
- **Check if infrastructure investments are needed**
 - Yes: Look for funding on regional, national and European level
 - No: Be happy 😊

Danke!

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