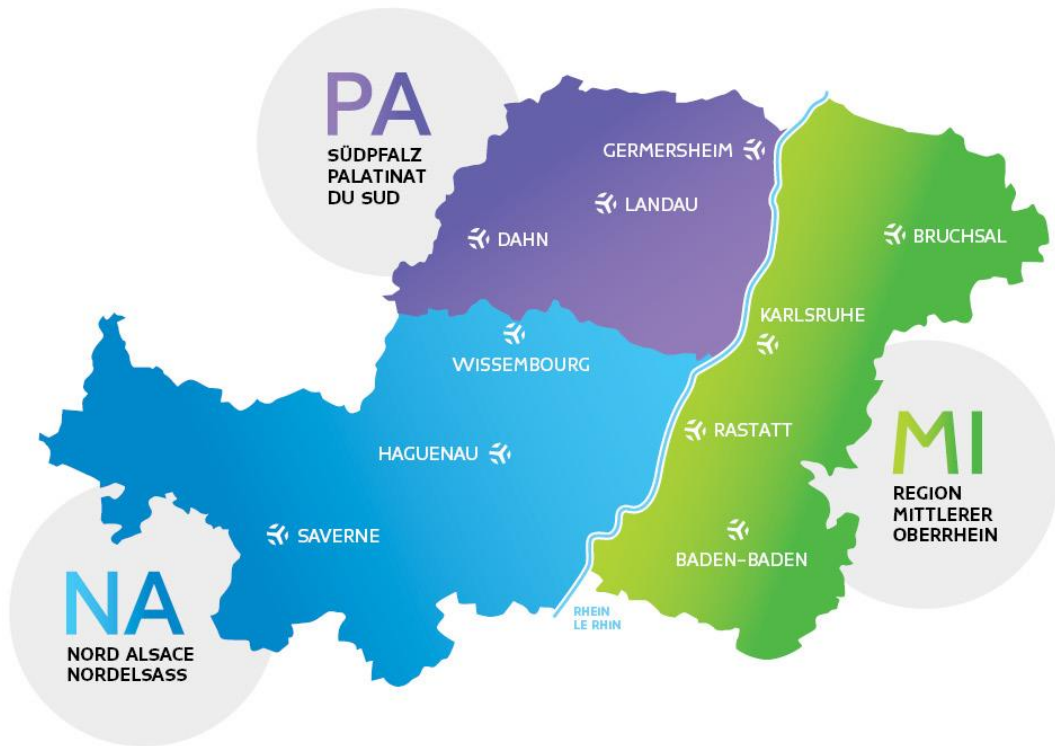


Eurodistrict
PAMINA



RECOVERING
A CROSS-BORDER RAILWAY:
KARLSRUHE-RASTATT-
HAGUENAU-SAARBRÜCKEN

EGTC EURODISTRICT PAMINA: A COMPLEX BORDER REGION



Population: 1,7 mio.

Density of population: 450 (MI) : 195 (PA) : 124 (NA)

Distribution of economic power: 12 (MI) : 2 (PA) : 1 (NA)

Almost unilateral flows of cross-border workers: NA → Germany

Diverging labour market developments:

PA – MI: Shortage of skilled workers and vacant vocational training places

NA : long fight against unemployment (~9.0%) and especially youth unemployment (~25%)

30 years anniversary (1988 – 2018)

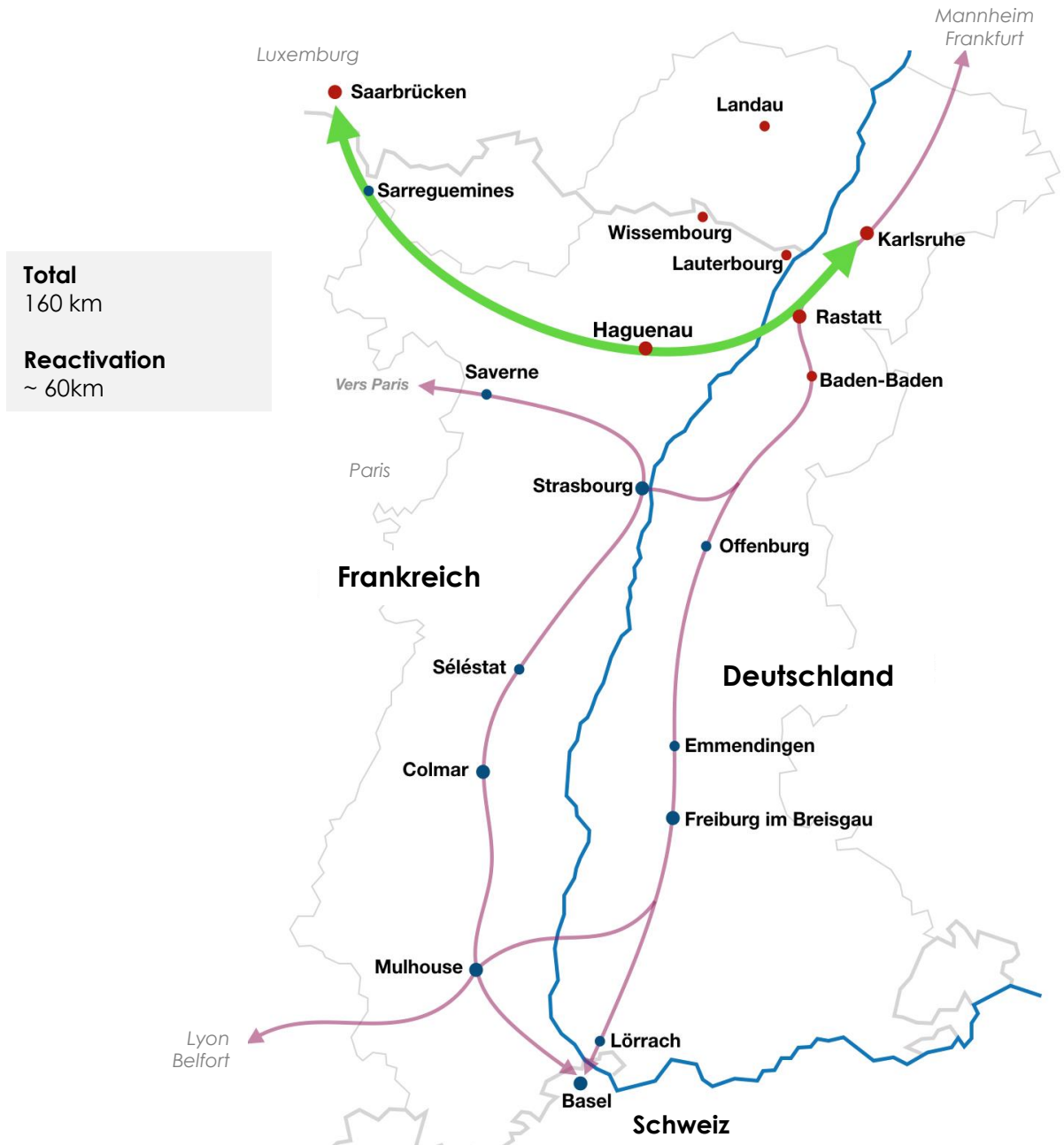
More than 320 cross-border projects since 1988

More than 40 INTERREG small-scale projects since 2009

More than 45 million euros in EU funding for the PAMINA region

19 local authorities are members of the Eurodistrict PAMINA. The EGTC assembly brings together **33 representatives** from the three regions by equal seats. The EGTC Bureau consists of the President, two Vice-Presidents and three other representatives per region. The Chair rotates between the three regions (PA-MI-NA).

A MISSING LINK WITH HIGH POTENTIAL



The reactivation of the Karlsruhe-Rastatt-Hagenau-Saarbrücken railway line, a cornerstone of the **PAMINA Mobility Action Plan** adopted in June 2016, is more than just a transport project: the border region is in urgent need of common infrastructures in order to exploit their dynamism across borders. The recovery is a unique opportunity to connect the cities of the EGTC Eurodistrict PAMINA with the European corridors and the neighbouring regional centers, in particular Mannheim, Frankfurt and Strasbourg.

A study by DG Regio on *missing railway links* identified this missing East-West link as **one of the 19 potentially most beneficial missing links** and stated an **urgent need for improvement**.

A HISTORY OF WAR

A HISTORY OF RECONCILIATION

Construction and opening

The Rastatt - Haguenau railway line is built in 1895. In 1913, two long-distance trains, two express trains, 12 regional trains and 13 freight trains cross the Beinheim-Wintersdorf bridge every day. The two express trains connect Nuremberg with Luxembourg.

War, reconstruction, closure

In 1934, 5 trains a day cross the bridge in both directions. After the bridge was destroyed in 1945, there is no passenger traffic on the line. The bridge is rebuilt and used by NATO, but the last train runs in 1966.

Exploitation until today

On the **French side**, the last military train leaves in 1973 (Oberhoffen-Soufflenheim) and 1991 (Soufflenheim-Roeschwoog). Today, only a short section is used for freight transport. The rest of the line is closed, but not decommissioned. The tracks are being maintained. On the **German side**, passenger traffic is suspended in 1950. The bridge near Wintersdorf still exists. The track section to the Mercedes-Benz plant is partly in use.

The idea of reactivation

After the opening of the borders, a railway line via the northern Upper Rhine becomes indispensable.

Concretising the reactivation

In 2016, the EGTC Eurodistrict PAMINA makes the reactivation of the railway line the central project of the PAMINA Mobility Action Plan. The project draws strong political interest.



The Wintersdorf bridge after the war

Source: SNCF Médiathèque

FACT SHEET

INFRA- STRUCTURE

The track infrastructure is in place, but has to be repaired on the sections to be reactivated.

The Wintersdorf bridge is owned half each by SNCF and Deutsche Bahn. It is currently used for road transport, but the tracks still exist.

COMPANIES & START UPS

Local businesses along the railway line: ~ 140

7 of them have an annual turnover of >500 Mio.€:

Daimler AG (Mercedes Benz) Rastatt and Hambach, Mars Chocolat France, Schaeffler France, Les Grands Chais de France, Continental France, Saarstahl.

Karlsruhe TechnologyRegion

A platform that brings together the public administration, businesses, chambers and scientific institutions of the region and ranks fourth in the ICT sector in Europe (after Munich, London and Paris).

RESIDENTS

~ 2 million potential rail passengers live along the railway line

CROSS-BORDER WORKERS

Around 7,000 cross-border commuters work in the Rastatt district alone, over 16,000 in the entire Eurodistrict PAMINA.

SCHEDULE

A **feasibility study** is being prepared, results are expected at the end of 2020. It will be financed through INTERREG VA. In addition to the reactivation, the study will also examine the improvement of multimodal mobility in the PAMINA region in general and the socio-economic effects of better cross-border mobility for the region.

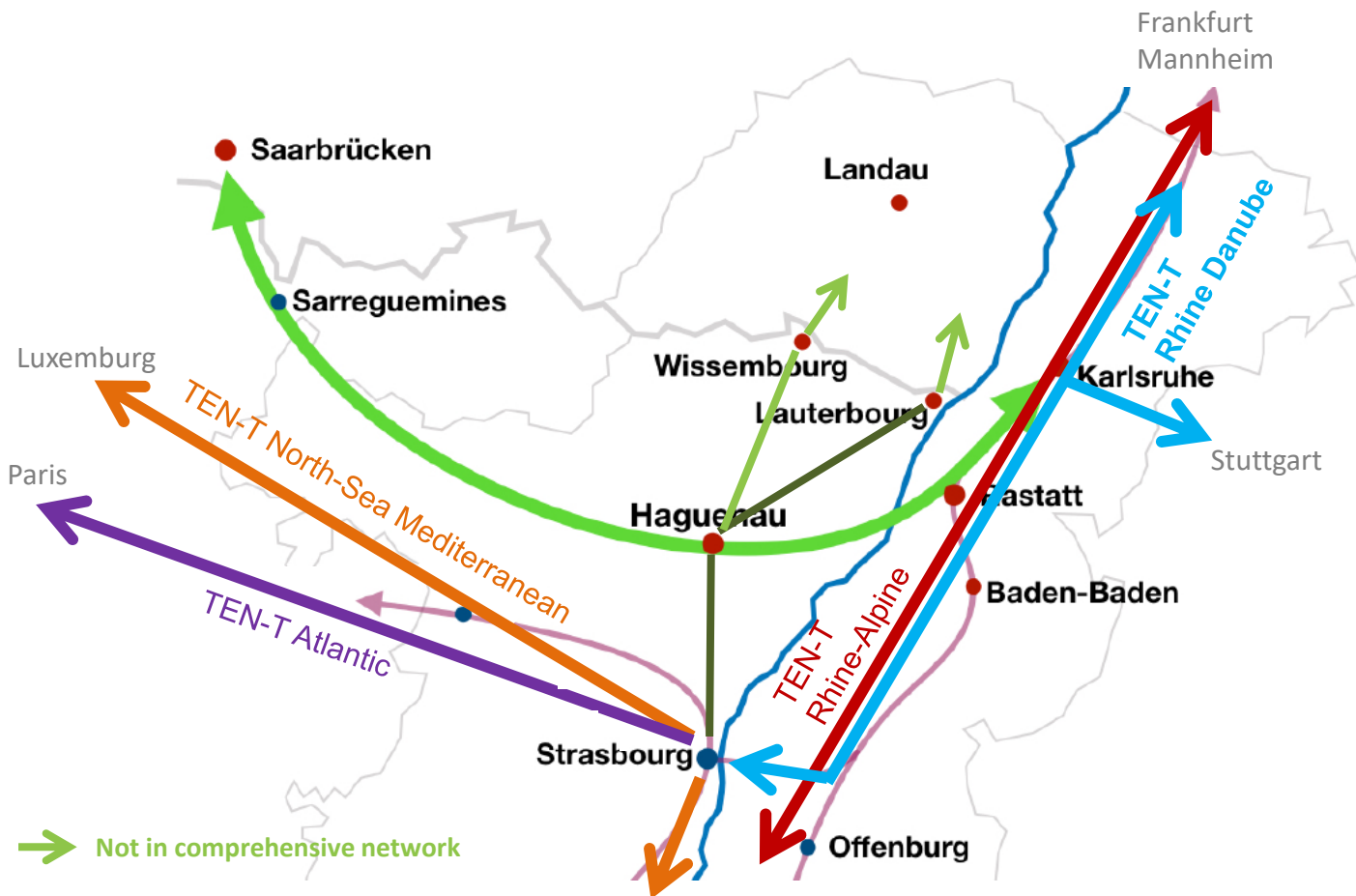
Specific studies will follow in 2022, elaborating the projects technical, economic and ecological aspects

COMPLEMENTARY PROJECTS

The **PAMINA Mobility Action Plan** includes around 20 mobility projects from bicycle lanes and Rhine ferries to digital information.

There are several projects in the Action Plan that are directly complementary to the recovery of the railway line, concerning **rolling stock** for cross-border trains, **direct cross-border trains** between Neustadt[DE]-Strasbourg[FR] and Wörth[DE]-Strasbourg[FR], the joint development of a **cross-border timetable** between Northern Alsace and Palatinat and a **new highway** bridge between A5 and A35.

INCLUSION IN THE TEN-T: AN ESSENTIAL CONDITION



The Connecting Europe Facility (CEF) is the main instrument for financing infrastructure works in the EU. Yet, only connections within the Trans-European Transport Network (TEN-T) are eligible.

The European institutions are currently preparing the next programming period and have defined the basic guidelines for the future CEF 2. The focus will be on cross-border links, including the missing links described in DG Regio's March 2018 study. However, 14 of the 19 potentially most beneficial missing links and among them the Rastatt-Hagenau railway, are not yet part of the Comprehensive Network of TEN-T.

The revision of TEN-T depends to a large extent on the information provided by Member States in the consultation process, open until the end of 2019.

►► In case the Karlsruhe-Rastatt-Hagenau-Saarbrücken rail link is not integrated into the TEN-T network by the Member States, there will be no financing of the necessary investments by the European Union.

MISSING LINKS

LIST OF THE 19 POTENTIALLY MOST BENEFICIAL PROJECTS

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

ID	Name of the rail connection	TEN-V: Corridor/ Core network/ comprehensive network	The connection could improve TEN-T connectivity between...
6	Dunkerque [FR] - De Panne [BE]	-	-
18	Valenciennes [FR] - Mons [BE]	Comprehensive network	-
21	Maubeuge [FR] - Charleroi [BE]	Comprehensive network	-
25	Charleville-Mezieres [FR] – Givet [FR] – Dinant [BE]	-	Comprehensive network/ North Sea-Mediterranean
45	Mol [BE] - Roermond [NL]	Comprehensive network	
55	Aachen [DE] - Maastricht [NL]		North Sea-Baltic Sea/ Rhine-Alpine/ Comprehensive network
78	Ducherow [DE] – Świnoujście Centrum [PL]	-	-
88	Guben [DE] - Czerwieńsk [PL] – Zielona Gora [PL]	-	Comprehensive network
137	Freiburg [DE] - Colmar [FR]	-	Rhine-Alpine/ North Sea-Mediterranean
139	Rastatt [DE] - Roeschwoog [FR] – Haguenau [FR]	-	Rhein-Donau/ Rhine-Alpine/ Comprehensive network
148	Trier [DE] - Thionville [FR] – Metz [FR]	Comprehensive network	-
162	St-Maurice [CH] - Evian-les-Bains [FR]	-	-
178	Rosenbach bei Villach [AT] - Jesenice [SI]	Comprehensive network	-
179	Klagenfurt [AT] - Bleiburg [AT] - Maribor [SI]	-	-
185	Oberwart [AT] - Szombathely [HU]	-	-
188	Deutschkreutz [AT] - Sopron [HU]	-	-
250	Wałbrzych [PL] - Meziměstí [CZ]	-	-
267	Muszyna [PL] - Plaveč [SK]	-	-
320	Zaragoza [ES] - Canfranc [ES] – Pau [FR]	-	-

This list is an excerpt from Annex 8 of the study „Comprehensive analysis of the existing cross-border rail transport connections and missing links on the internal EU borders“, of the DG Regio of the European Commission, published in March 2018.

A MULTIDIMENSIONAL MOBILITY PROJECT

SUSTAINABLE DEVELOPMENT

FOR THE TRANSPORT NETWORK, THE BORDER REGION AND EUROPEAN INTEGRATION

- ↻ Connecting the region to the **TEN-T network** and the main European transport corridors North Sea-Mediterranean and Rhine-Alpine.
- ↻ Building a **left Rhine connection**: Reducing traffic on the Strasbourg-Karlsruhe line
→ Problem of the Rastatt tunnel collapse in 2017
- ↻ Closing a **missing link**: An exemplary cross-border spatial planning
- ↻ Developing a cross-border public transport links between economic centers
- ↻ Supporting sustainable development of living space: stronger village and city centers
- ↻ Creating **multimodal mobility** solutions in the PAMINA region
- ↻ Reducing **car traffic** on the bridges across the Rhine, in Rastatt and in Karlsruhe
- ↻ Reducing **CO₂-emissions**.

CROSS-BORDER ECONOMY DEVELOPMENT

INCREASING THE ATTRACTIVENESS OF THE REGION ECONOMIC GROWTH IN NORTHERN ALSACE

- ↻ Strengthening regional companies and cross-border employment:
Project: "Bassin d'emploi PAMINA"/"Fachkräfteallianz PAMINA"
- ↻ Promoting Northern Alsace by linking it to the economic regions of Southern Palatinate, Baden and the *Karlsruhe TechnologyRegion* (industrial areas and ports)
- ↻ Reducing rural exodus of young people
- ↻ Strengthening tourism in a region with mainly day tourists

SOCIAL EQUITY

IMPROVING THE QUALITY OF LIFE OF THE RESIDENTS AND OF LOCAL SUPPLY

- ↻ Improving access to health care, administration, shopping and social participation
- ↻ Facilitating everyday travel for commuters, pupils and travelers
- ↻ Reducing the number of accidents involving persons and cars and thus the number of deaths on the roads

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