



IGOB Interessengemeinschaft Eisenbahn Berlin-Gorzów EWIV

Eastern Railway – Model Corridor Region in the structure of an EGTC



Topic:

**„Development of the Eastern Railway (Berlin-Gorzów-Piła)
to the European Model Corridor Region
in the structure of a
European Cross-border Cooperation Grouping (EGTC)**

- Regulation (EC) No 1082/2006 -

state – tasks– activity fields – goals

Speaker:
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Starting position and tasks:

1. Since June 6, 2006 the „IGOB Interessengemeinschaft Eisenbahn Berlin Gorzów EWIV“ (IGOB Community of Interests Railway Berlin – Gorzów EEIG) has been working successfully on the implementation of its status goals.
2. Repair of infrastructure, a modern station environment and platforms, modern vehicles as well as coordinated schedules are the first stage of development and are realizable within the structure of the EEIG.
3. The complexity of the task is to be solved only if the socio-economic and regional-economic factors are considered and included into activity fields.
4. The Model Corridor Region includes an area of about 7.000 km² along the 253 km cross-border line from Berlin to Piła.
5. With the current structure of an EEIG this complex task is not to be done successfully. Creating of a structure of an EGCC on the basis of the existing structures of IGOB -EEIG is therefore a task for the period until 2013.





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Tasks for 2011:

1. Advertising for political support for the project, which is a unique plan in Europe, and conducting a training event in Gorzów Wlkp. in March 2011 as well as the "International Eastern Railway Conference 2011 "in Küstrin on March 16, 2011.
2. Introduction of the German - Polish Governmental Commission for Regional and Cross-Border Cooperation into the topic as well as bringing the topic into documents of the Oder-Partnership.
3. Development of contacts with partners for support of our activities in order to create the "Eastern Railway EGTC".
4. Preparation and implementation of a second visit to Brussels in November.
5. Development of guidance documents of the "Eastern Railway EGTC".





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Working title:
„ Eastern Railway EGTC“

Headquarter:
A possible head office of the „ Eastern Railway EGTC“ might be in:
D-15306 Seelow in the Federal Republic of Germany

Object:
The goal of the „Eastern Railway EGTC“ is to create a European Model Corridor Region on the Eastern Railway line. The corridor's area will cover about 7,000 km² and is to be developed in five activity fields and in three stages by the year 2025.
The Model Corridor Region will be a base for the existing direct cross-border rail connections between Berlin, Gorzów Wlkp. and Piła because of its promoting activities for freight and passenger transport.

Possible members :
13 German and 8 Polish partners
incl. 3 administrative districts, 4 cities, 2 posts and 6 municipalities



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Classification within the SoNorA projects and a part of 2011: in the Rail Baltica + Eastern Railway – Model Corridor Region in the structure of an EGTC

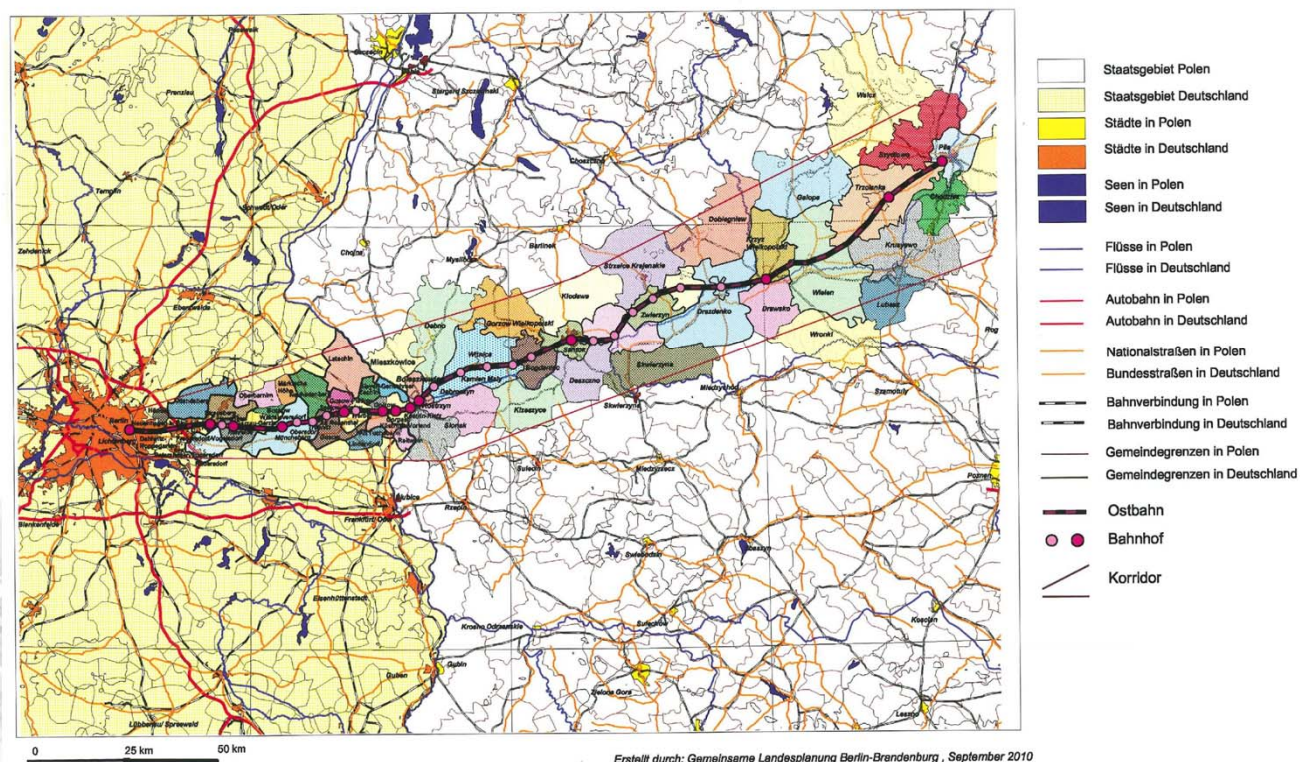




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Outline of the cross-border German - Polish Eastern Railway – Model Corridor Region in the structure of an EGTC

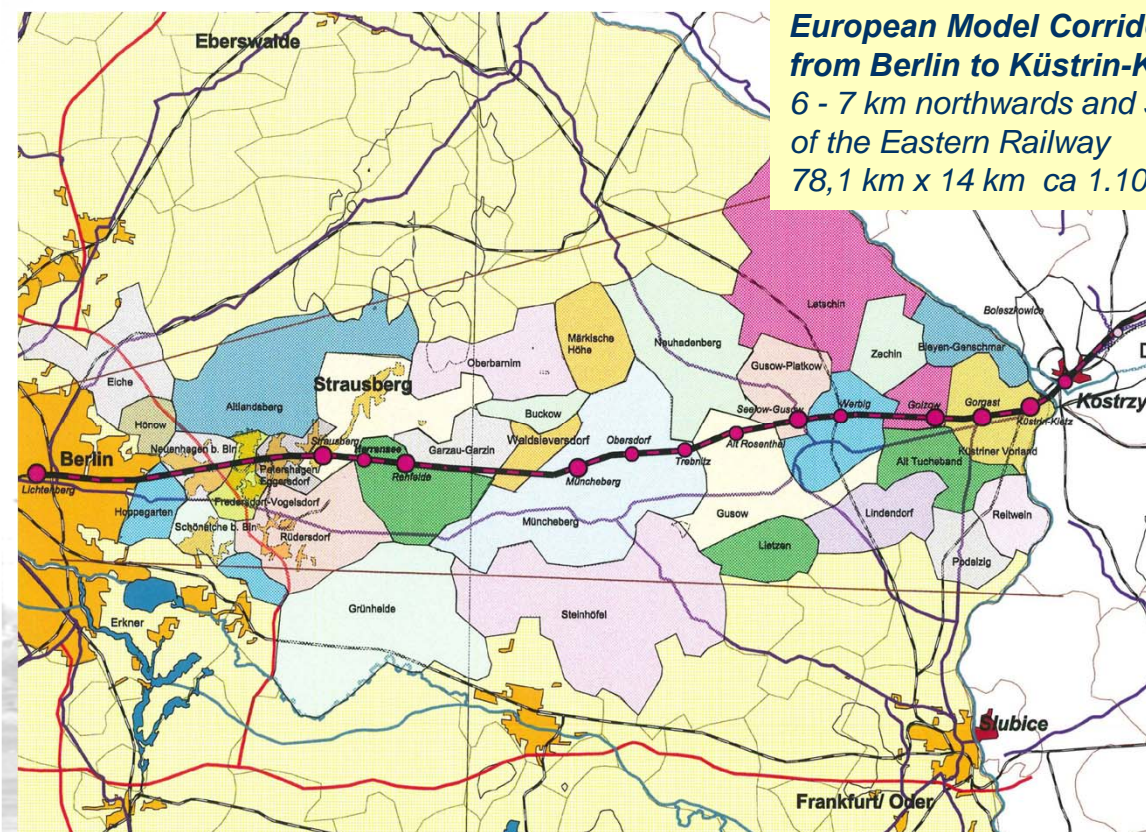
Entwicklung der Ostbahn zur europäischen Modellregion





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Eastern Railway – Model Corridor Region German side



**European Model Corridor Region
from Berlin to Küstrin-Kietz**
6 - 7 km northwards and southwards
of the Eastern Railway
78,1 km x 14 km ca 1.100 km²



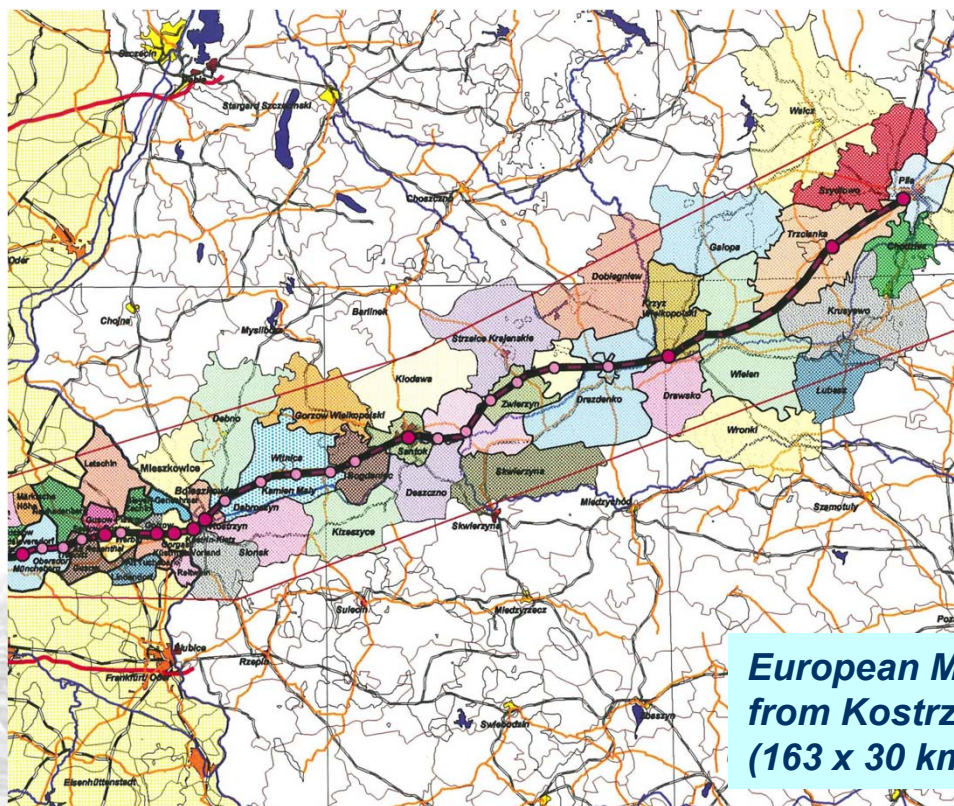
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Eastern Railway – Model Corridor Region Polish side



**European Model Corridor Region
from Kostrzyn to Piła
(163 x 30 km ca 5.800 km²)**

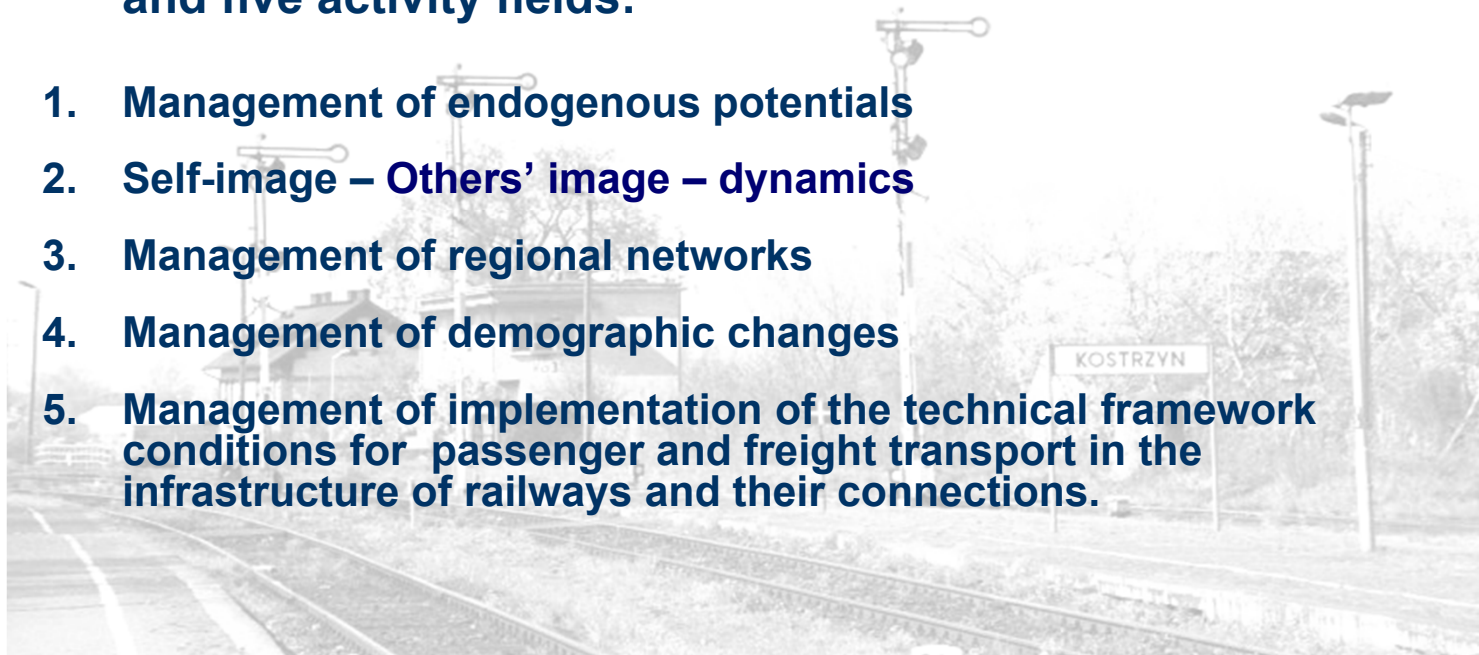


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Implementation:

The implementation of the Eastern Railway EGTC project works in three stages (up to 2014; up to 2020; up to 2025) and five activity fields:

1. Management of endogenous potentials
2. Self-image – Others' image – dynamics
3. Management of regional networks
4. Management of demographic changes
5. Management of implementation of the technical framework conditions for passenger and freight transport in the infrastructure of railways and their connections.





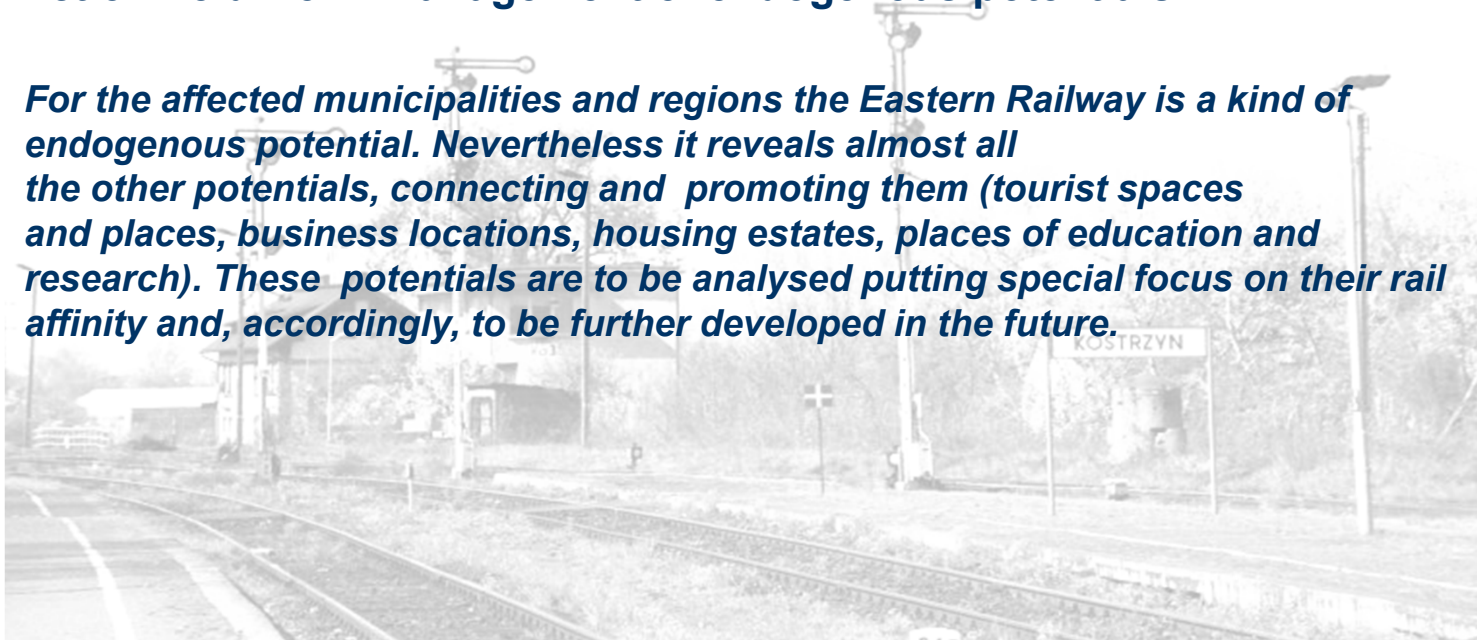
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Socio-economic and regional-economic activity fields

Action field No 1: Management of endogenous potentials

For the affected municipalities and regions the Eastern Railway is a kind of endogenous potential. Nevertheless it reveals almost all the other potentials, connecting and promoting them (tourist spaces and places, business locations, housing estates, places of education and research). These potentials are to be analysed putting special focus on their rail affinity and, accordingly, to be further developed in the future.





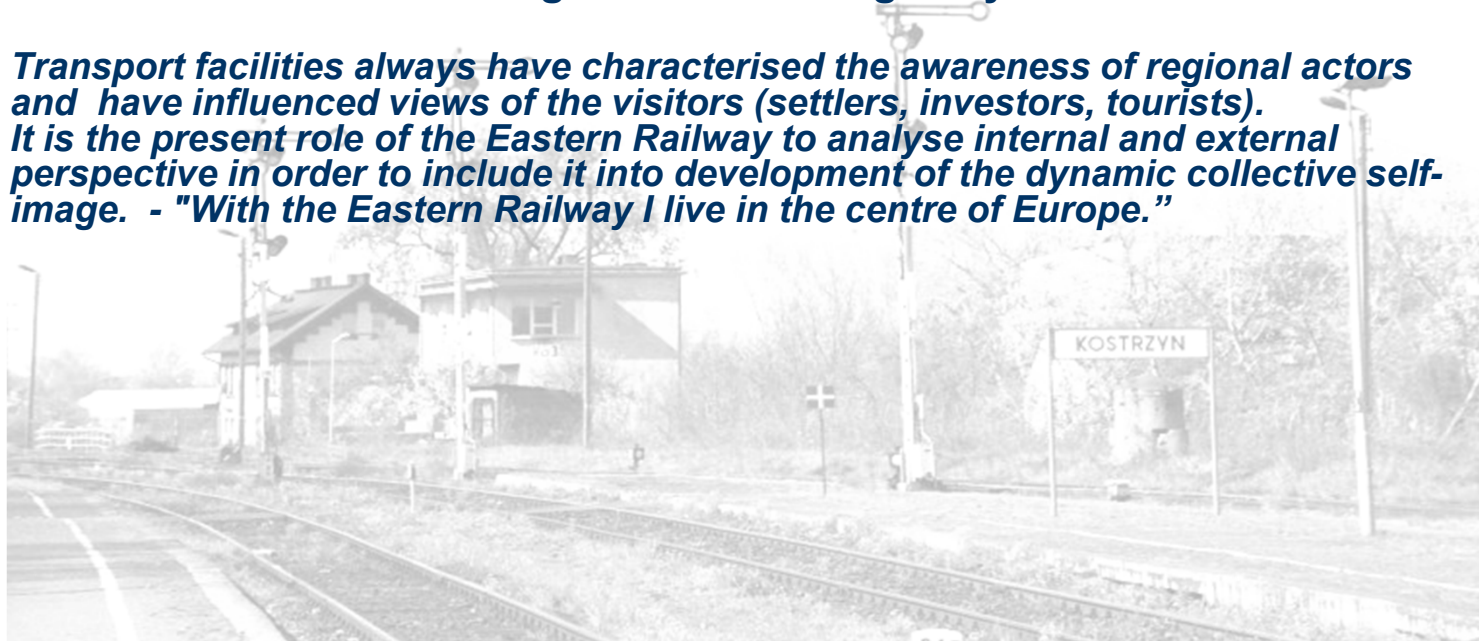
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Socio-economic and regional-economic activity fields

Action field No 2: Self-image – Others' image– dynamics

Transport facilities always have characterised the awareness of regional actors and have influenced views of the visitors (settlers, investors, tourists). It is the present role of the Eastern Railway to analyse internal and external perspective in order to include it into development of the dynamic collective self-image. - "With the Eastern Railway I live in the centre of Europe."





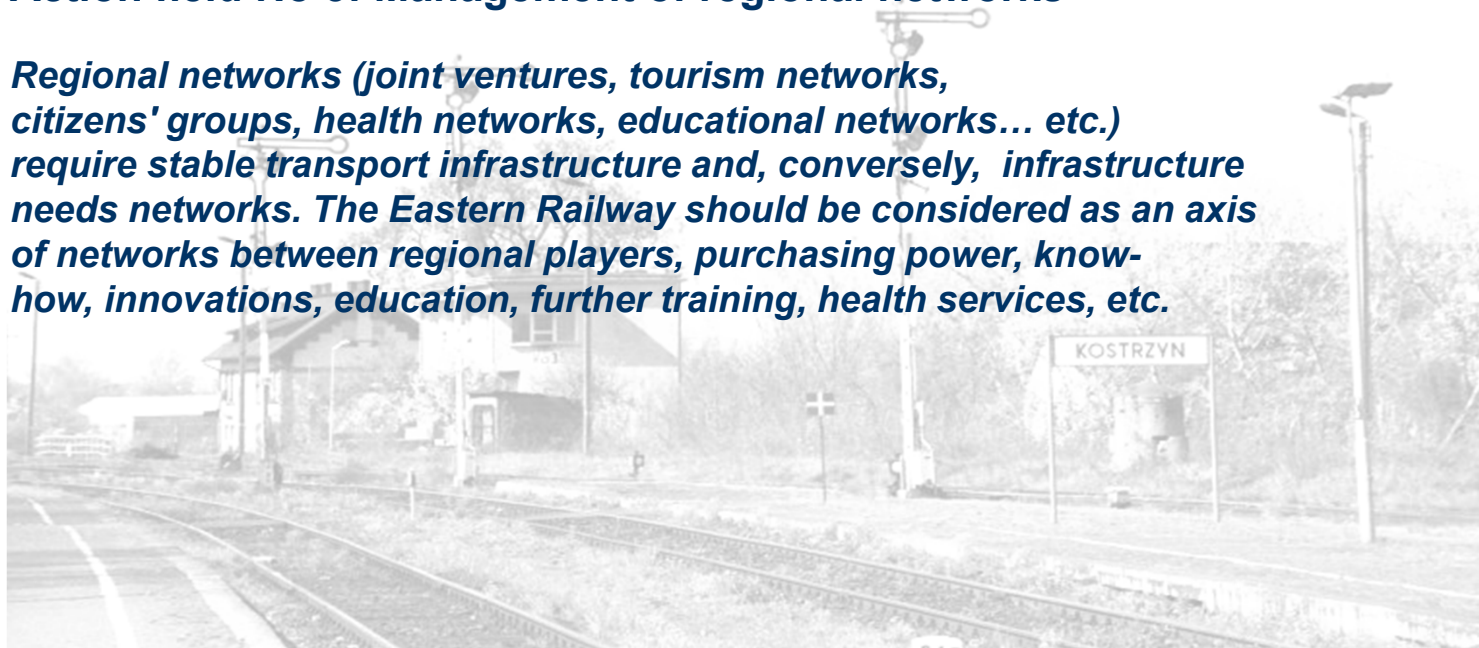
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Socio-economic and regional-economic activity fields

Action field No 3: Management of regional networks

Regional networks (joint ventures, tourism networks, citizens' groups, health networks, educational networks... etc.) require stable transport infrastructure and, conversely, infrastructure needs networks. The Eastern Railway should be considered as an axis of networks between regional players, purchasing power, know-how, innovations, education, further training, health services, etc.





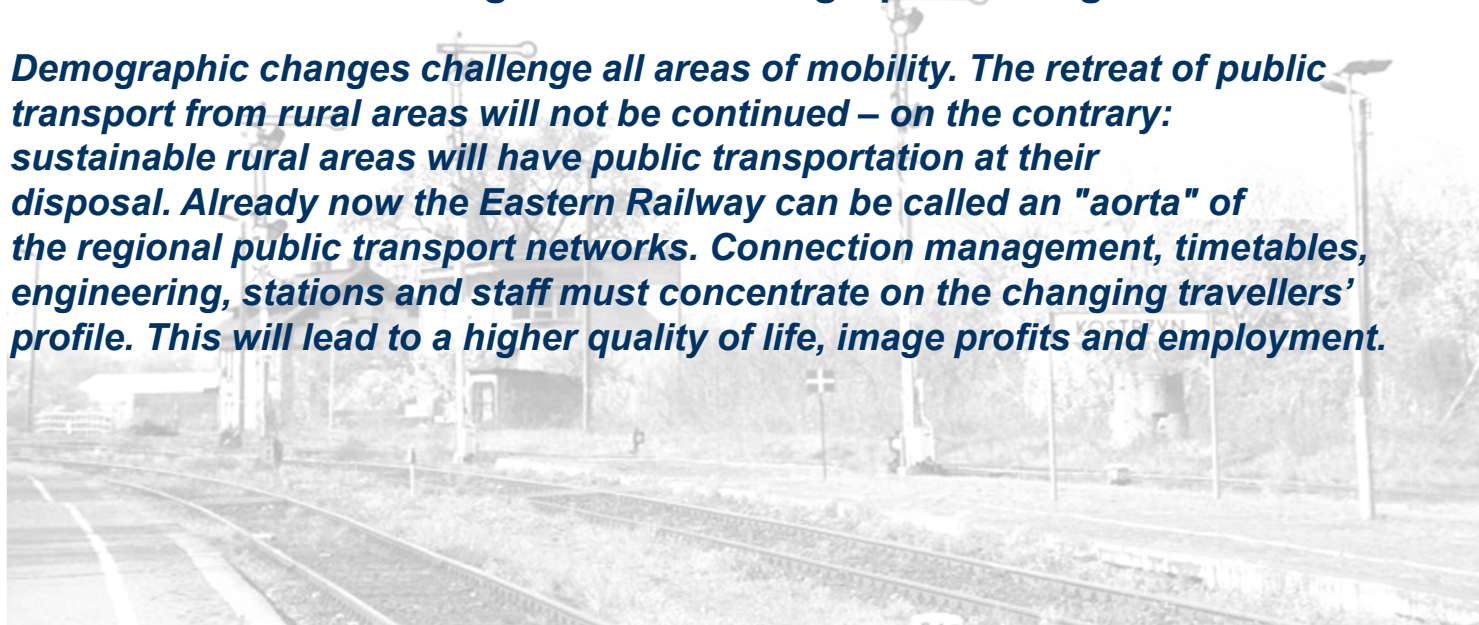
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Socio-economic and regional-economic activity fields

Action field No 4: Management of demographic changes

Demographic changes challenge all areas of mobility. The retreat of public transport from rural areas will not be continued – on the contrary: sustainable rural areas will have public transportation at their disposal. Already now the Eastern Railway can be called an "aorta" of the regional public transport networks. Connection management, timetables, engineering, stations and staff must concentrate on the changing travellers' profile. This will lead to a higher quality of life, image profits and employment.





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Successful work of the members of the IGOB-EEIG Station Rehfelde: „Rail meets bike“



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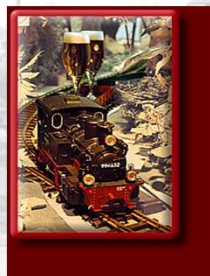
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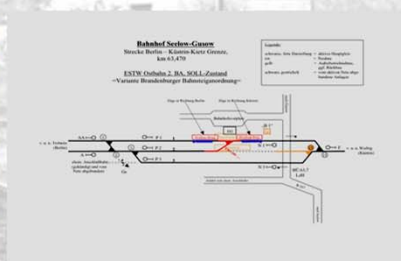
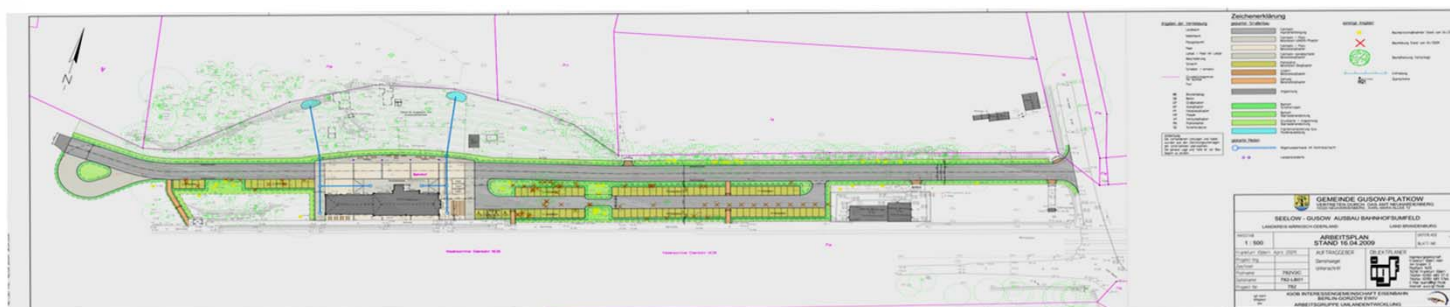
Successful work of the members of the IGOB-EEIG Station Müncheberg: between tradition and modernity





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Successful work of the members of the IGOB-EEIG Station of art and culture: Seelow-Gusow



01.02.2011

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Thank you!

We look forward to a result-orientated cooperation!

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