

**XXVth European Days of State Territorial Representatives  
Friday, June 1st 2018, 15:00, Lyon**

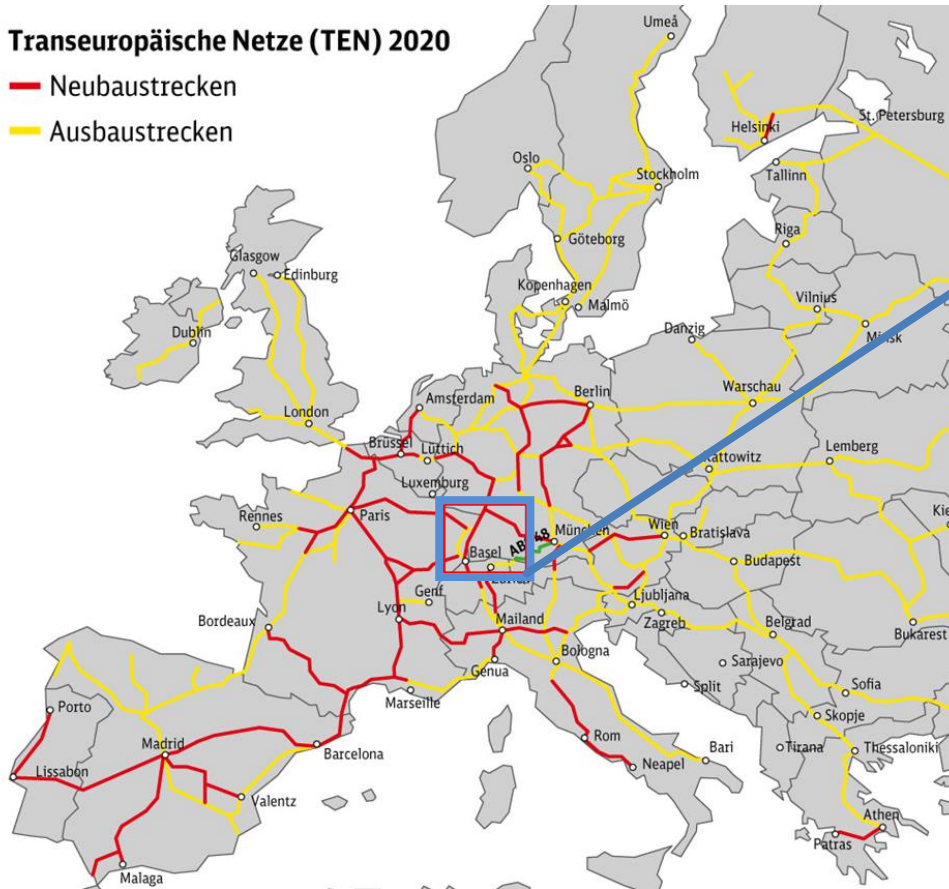
# **Rail Freight Corridor Rhine-Alpine, Section Karlsruhe-Basel and its citizen participation management**



# Trans-European Transport Network

## Transeuropäische Netze (TEN) 2020

- Neubaustrecken
- Ausbaustrecken



## Rheintalbahn Section Karlsruhe - Basel

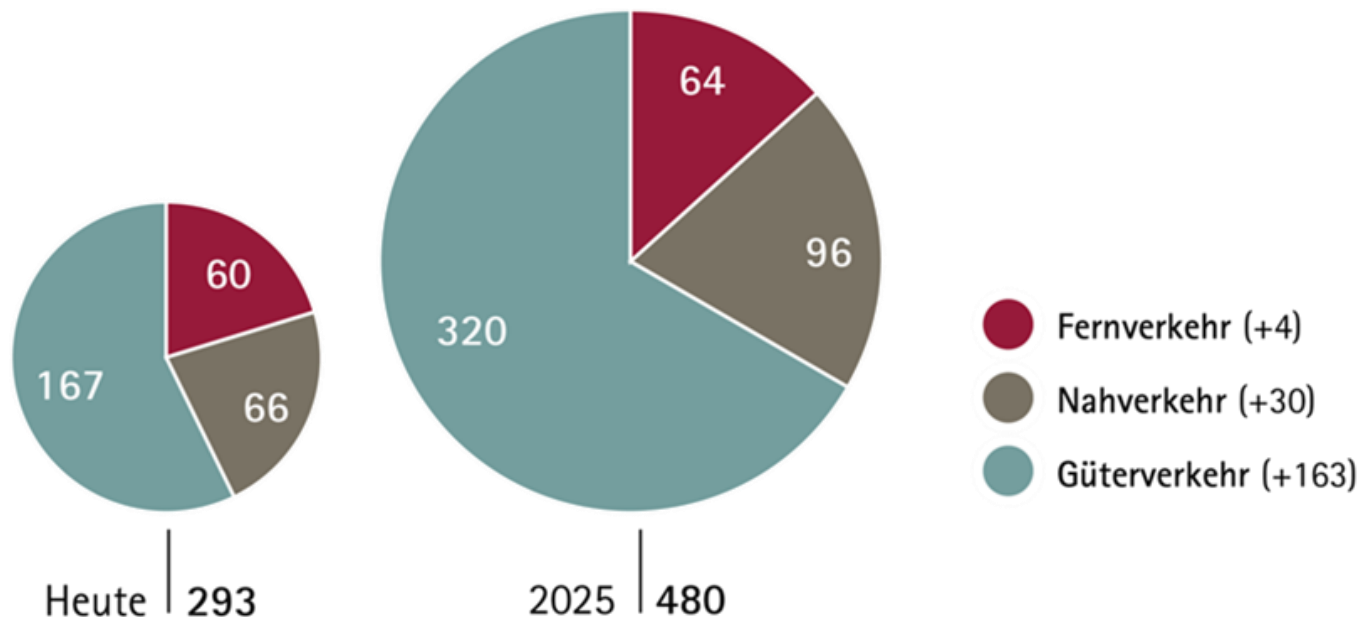


# Forecasting: Rapidly increasing demand!

Number of trains between Offenburg and Freiburg:

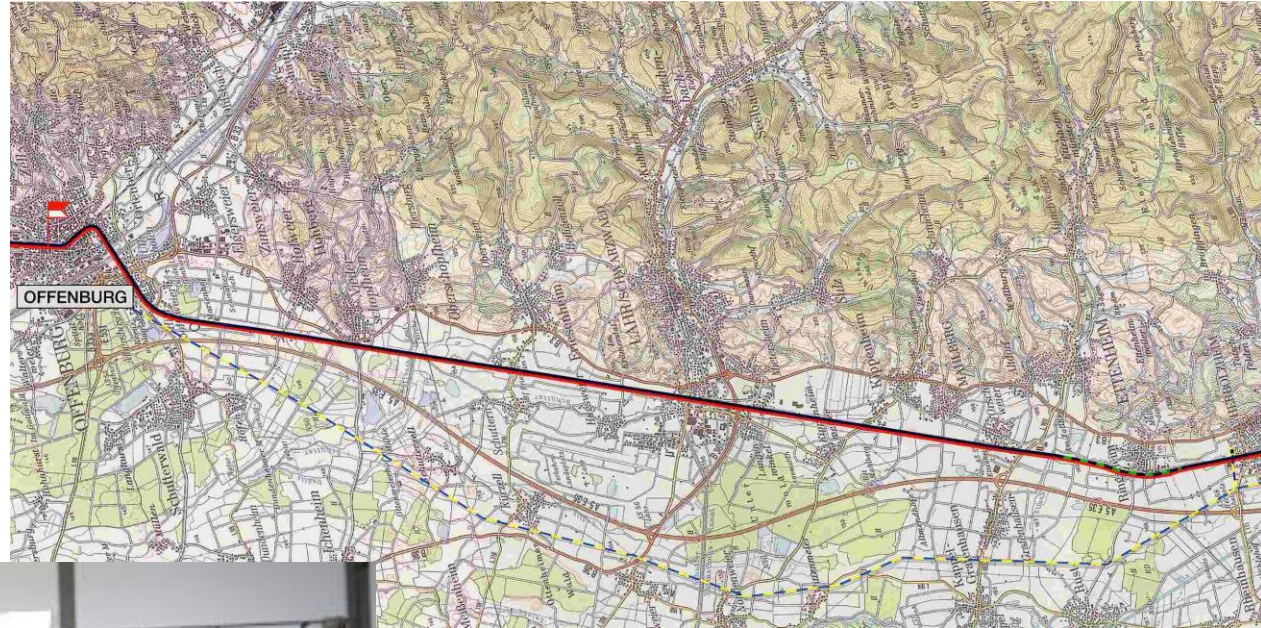
**Today:** 293 trains (including 167 freight trains) → maximum capacity

**2025:** Constantly increasing demand → 500 trains (incl. 320 freight trains = 64 %),  
→ more tracks essentially needed





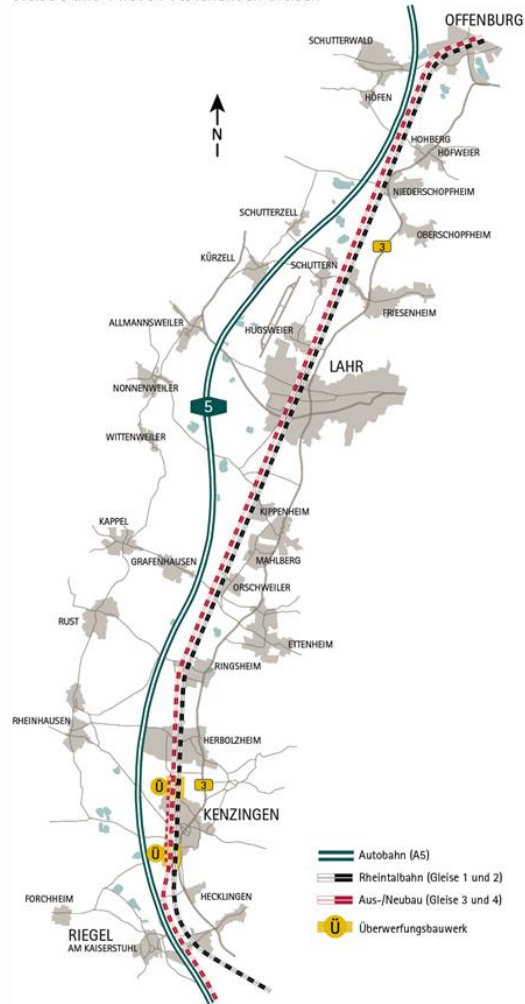
Planning intentions  
of German Bahn  
AG:  
Extention of  
existing tracks  
through densely  
populated areas



⇒ citizens protest, resistance  
is growing in the region

## Variante „Ausbau Rheintalbahn“

Gleise 3 und 4 neben bestehenden Gleisen



But where should the new  
tracks be built?

← along the existing line  
„Rheintalbahn“

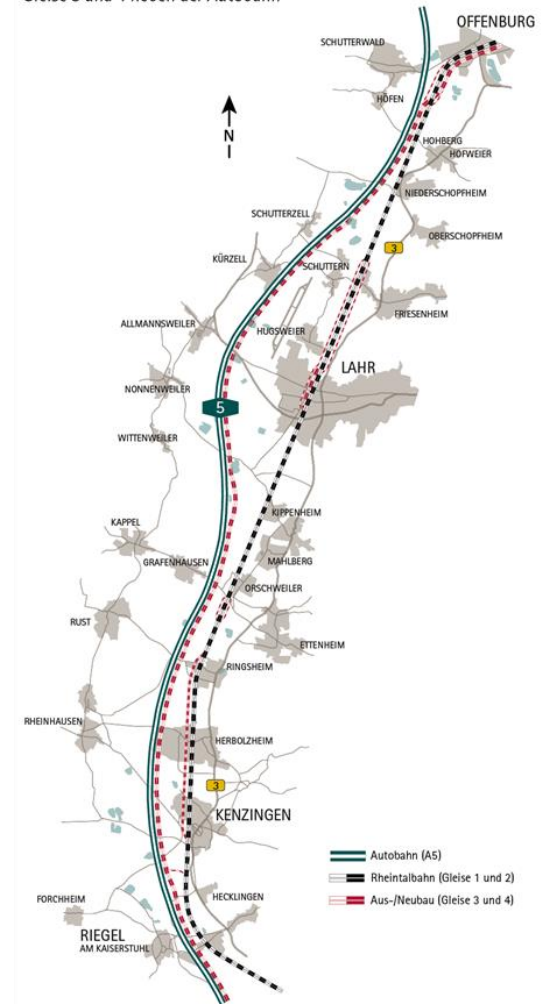
or

parallel to the Federal motorway  
BAB A5→

great dispute in the  
population ⚡

## Variante „Neubau Güterzugtrasse“

Gleise 3 und 4 neben der Autobahn

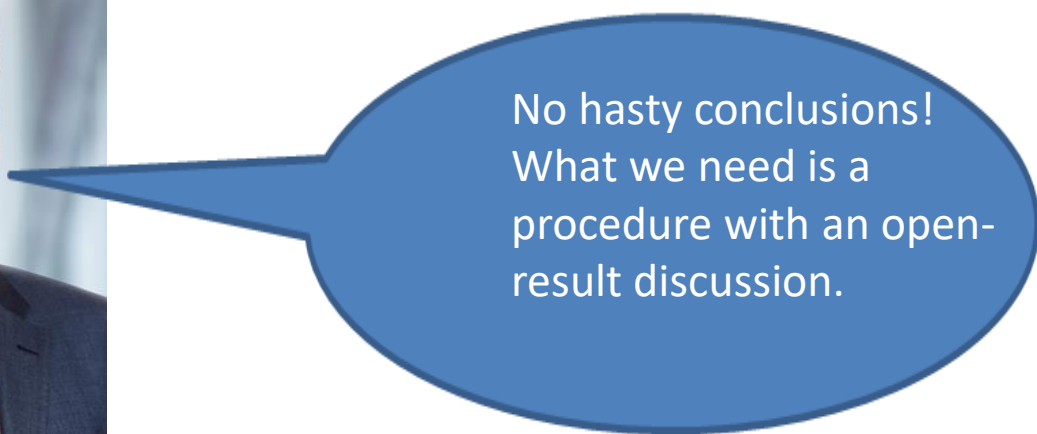


# The key players

- **German Bahn:** Project responsible
- **Federal government:** Licensing procedures (German Federal Railway Authority) and financing (German Bundestag)
- **Land BW:** Financing of additional noise abatement measures
- **Region:** No decision-making competence of local assemblies, but right of political opinion/citizen initiatives



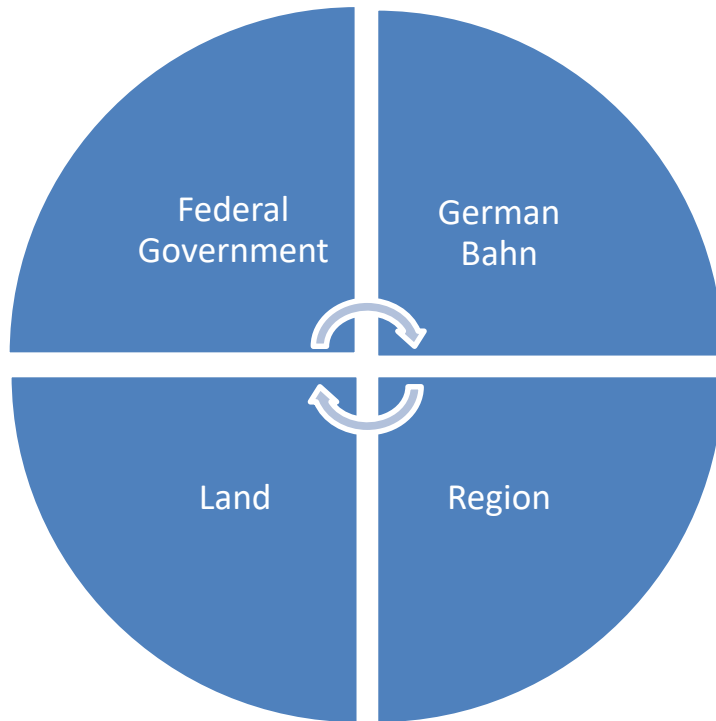
Landrat Frank Scherer

A blue speech bubble with a white outline, pointing towards the portrait of Landrat Frank Scherer.

No hasty conclusions!  
What we need is a  
procedure with an open-  
result discussion.

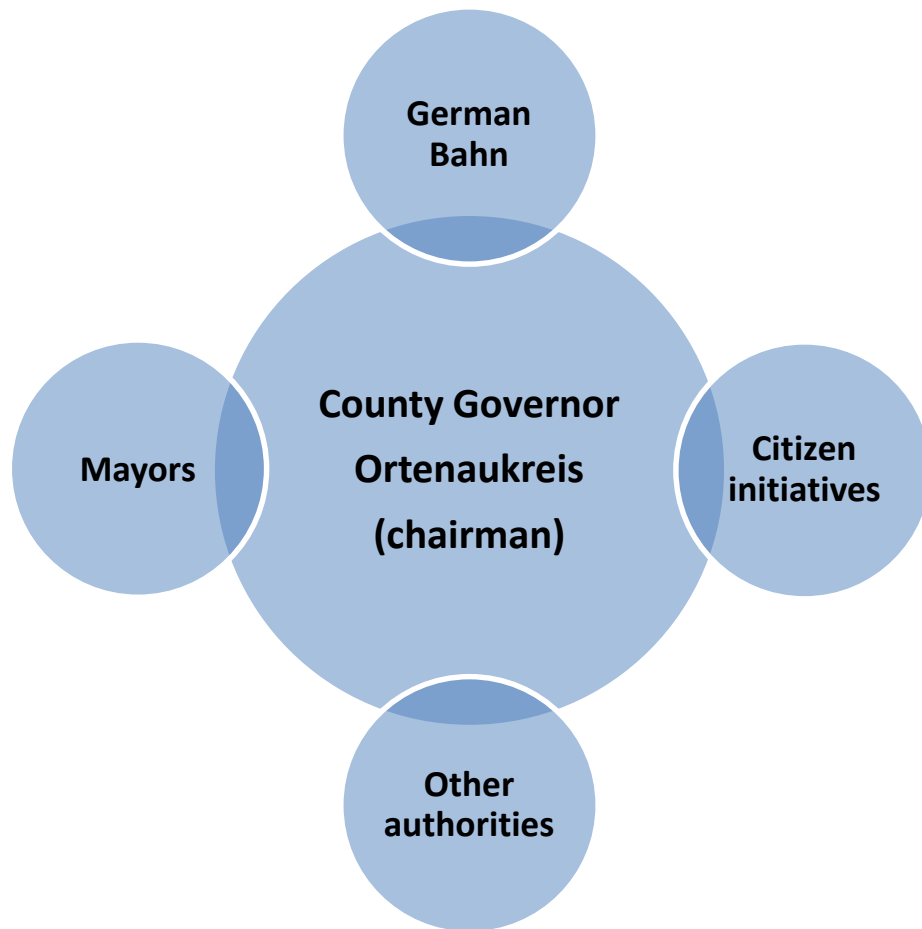


# Advisory committee



- 2009 – 2015, 10 meetings
- **Fact** is: A Four-track upgrade between Karlsruhe and Basel is needed
- **Target:** Try to obtain the acceptance of the operations for the project, to minimize the impact of rail noise and to establish a transparent procedure
- **Task:** To clarify if there are better solutions and if these could be realized
- **Principle of majority rule:** Bund (Federal government), German Bahn, Land BW and Region have one vote each

# Region launches a working group

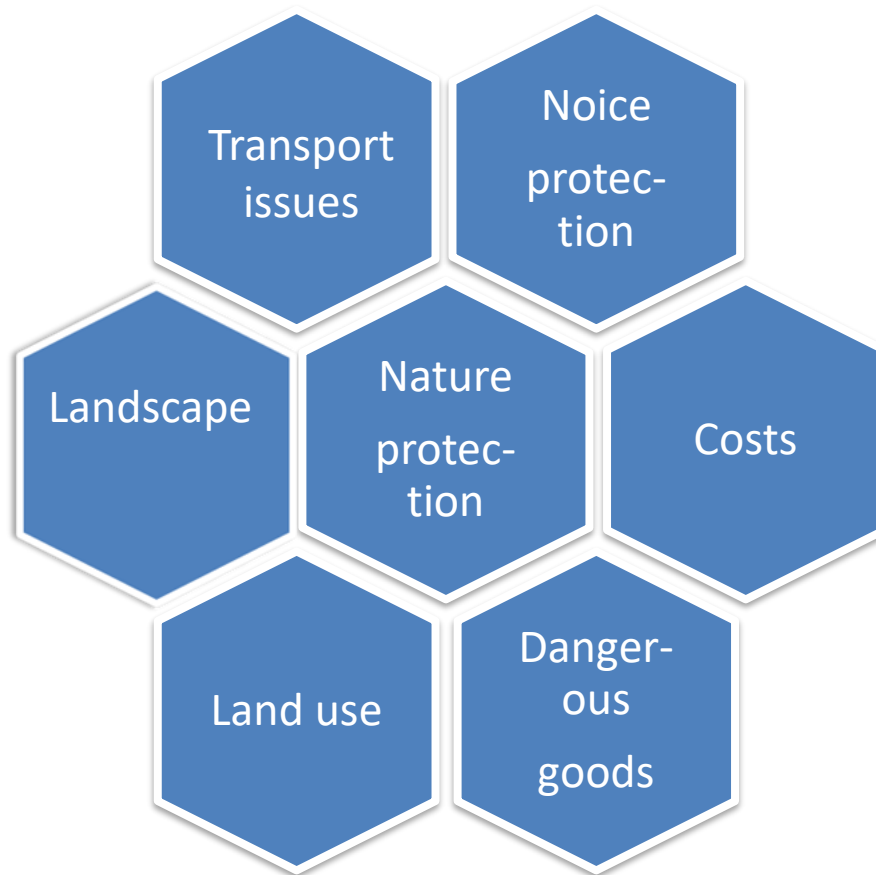


## Issues:

- To verify and evaluate the planning of the German Bahn and the alternatives proposed by the region in all aspects
- To compare the different positions, to approach them if possible and present possible alternative solutions



# Complex matters



⇒ Both options, along the existing line or parallel to the motorway A5, include advantages and disadvantages  
→ Overall consideration of all important issues

# Comprehensive information for citizens



## Hintergrund

Die bestehende Rheintalbahn mit ihren zwei Gleisen reicht nicht mehr aus, da sind sich alle einig. Es müssen zwei zusätzliche Gleise gebaut werden. Damit kann der ICE schneller fahren, der Güterverkehr kann verstärkt von der Straße auf die Bahn verlagert werden und der Nahverkehr hat mehr Platz.

Uneins sind sich die Menschen zwischen Offenburg und Riegel, wo diese zusätzlichen Gleise hinkommen sollen:

- direkt neben (westlich) die bereits bestehenden Gleise
- in der Nähe (östlich) der Autobahn

oder

Seit 2015

## Rheintalbahn Moderations-Info

Zwei neue Gleise zwischen Offenburg und Riegel

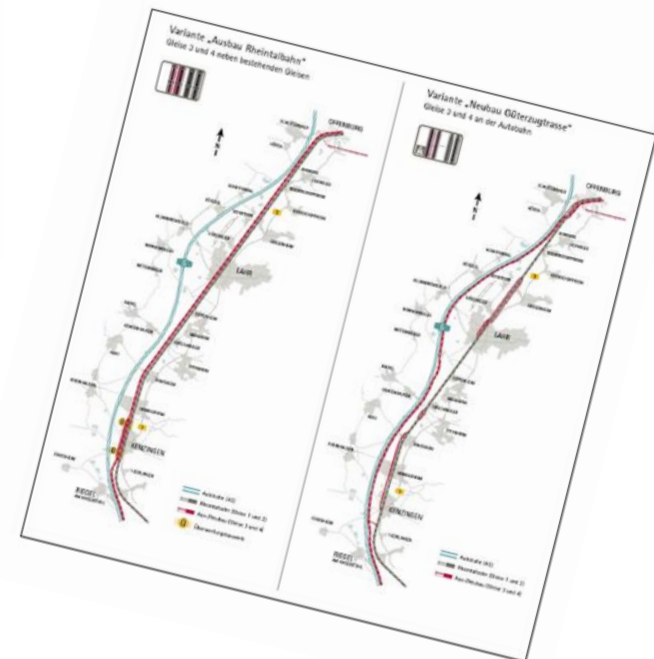
Zum Streit um die Zukunft der Bahnstrecke

Variante  
„Neubau Güterzugtrasse“  
Gleise 3 und 4 neben der Autobahn

Variante  
„Ausbau Rheintalbahn“  
Gleise 3 und 4 neben bestehenden Gleisen

## Bericht über die Trassenvarianten für den Ausbau bzw. Neubau der Eisenbahnstrecke zwischen Offenburg und Riegel

1. Dezember 2014  
Dr. Christoph Ewen, Carla Schönfelder  
team ewen, Darmstadt



# Public hearing in December 2015



# Arguments **pro** two new tracks

Along the existing line	Parallel to the motorway
Nature protection	Noise protection
Land use	Landscape
	Dangerous goods
	Site management
	Freight centre in Lahr
	Operation safety
Costs about the same for each option	
⇒ <b><u>Overall consideration:</u></b> Concerns of the population (health and quality of life) should be better taken into account	
⇒ Second option: parallel to the motorway	



# Voting in the region

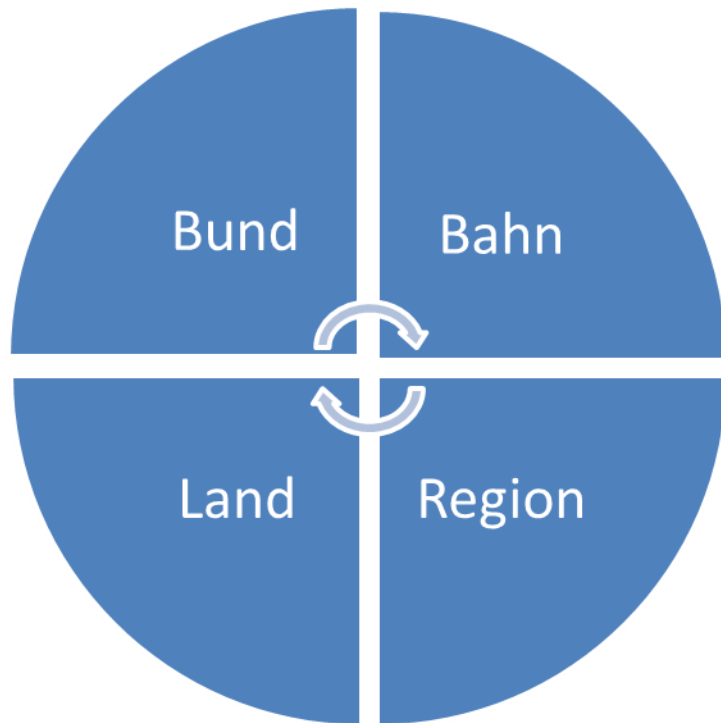
## Pro parallel to the motorway

Counties, municipalities etc.	Population
City of Lahr	46.000
Municipality of Mahlberg	5.000
M. of Ringsheim	2.300
M. of Herbolzheim	10.800
M. of Kenzingen	10.000
M. of Malterdingen	3.200
<b>Total population municipalities</b>	<b>77.300</b>

## Pro along the existing line

Municipalities	Population
M. of Schutterwald	7.200
M. of Neuried	9.600
M. of Hohberg	8.100
M. of Meißenheim	4.000
M. of Schwanau	7.000
M. of Friesenheim	12.900
M. of Kippenheim	5.500
M. of Kappel- Grafenhausen	5.000
City of Ettenheim	13.000
M. of Riegel	3.900
<b>Total population municipalities</b>	<b>76.200</b>

# Decision of the advisory committee in June 2015



Historic decision: pro parallel to the motorway

Federal Government and Land BW agree on:

- better protection against noise and vibrations for the residents (more than legally necessary)
- many other little demands of the affected regions have been accepted

# Decision by the Bundestag (German Parliament) in January 2016



## Die Rheintalbahn ist beschlossen

**Debatte** Der Bundestag segnet vor einer starken Zuschauerdelegation aus Südbaden jetzt ab, was der Projektbeirat vor Monaten schon vereinbart hat. *Von Bernhard Walker*

Stuttgarter Zeitung, 29.01.2018



# Federal transport infrastructure plan 2030

Lfd. Nr.	Projekt-Nr.	Maßnahmentitel	Beschreibung der Maßnahme <sup>2</sup>	Investitionen in Mio. €			Planungsstand	Dringlichkeit	NKV	Umwelt- und naturschutzfachliche Prüfung	Raumordnerische Analyse	Engpassbeseitigung	Hinweise
				Gesamt	davon Aus-/Neubau	davon Erhaltung/Ersatz							
5	2-005-V02	ABS/NBS Karlsruhe – Basel	„BAB-Trasse“ (Erfüllung Kernforderungen 1 „Tunnel Offenburg“, 2 „Autobahnparallele“ lt. Beschluss des Projektbeirats Rheintalbahn): 2-gleisige NBS „Offenburg Nord“ – Hülgelheim parallel zur A 5, Vmax 160 km/h, mit zwei 1-gleisigen Güterzugtunneln Offenburg, Variante 1c (Umfahrung Stadtgebiet), Ausfädelung „Offenburg Nord“ bei Strecken-km 143,0 (Kernforderungen 1+2); Ausbau	6.394,0	5.654,4	739,7	-	VB	1,6	hoch		ja	Es wird auf den Beschluss Nr. 18-7364 des Deutschen Bundestags verwiesen.



mierten Kernforderung 6 (erhöhter Schallschutz Hülgelheim – Müllheim (= Auggen), Knoten Hülgelheim kreuzungsfrei)



# Follow up: Subvisory group „Autobahnparallele“



- To guarantee the political decisions to be implemented
- To support the project in technical realisation and social implementation
- To keep the public informed

# Lessons learned

- No hasty conclusions without citizen participation
- Open dialog with stakeholders and public from the early beginning of a planning process
- Long process= difficult process
- Political decision-makers like to catch votes = difficult situation for the public

# Thank you for your kind attention