

TRITIA PL - SK Cross Border Action Plan

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1. INTRODUCTION

The project TRANS TRITIA will improve knowledge, coordination among freight transport stakeholders in the topic of multimodal environmentally-friendly freight transport systems on border regions of three European states PL - SK - CZ - Tritia territory. The main objective of the project is to improve local and regional management, introduce more accurate information and specific proposals of solutions in both vertical and horizontal coherence for more economic and environmentally-friendly freight transport in Central Europe.

The main objective of WP.T1 is to provide TRITIA Regional Multimodal Freight Transport Strategy and the multimodal freight transport cross - border action plans indicating the execution of given strategic projects. Each of the projects will have an indicative budget, implementing the body and organisations responsible for particular projects. The project making on the border areas - will focus on a) reduce the lag of remains behind in comparison with the other areas of these countries b) increase of the pace of development of mutual relations economic c) support of using border areas effects of European integration d) designing of optimal environmentally friendly transport system e) review and completion of TEN-T.

This action plan presents primarily infrastructure projects necessary for the development of multimodal transport on Poland - Slovakia border (see fig. 1) Action plan presents projects that have high and medium priority, their budgets as well as owners and entities responsible for their implementation. The organizational projects shown in the strategy for the development of multimodal transport and bottleneck analysis resulting from the model analysis are complementary.

Figure 1 – Area of the EGTC TRITIA – Cross border Poland - Slovakia



2. SETTING THE CROSS - BORDER KEY OBJECTIVES

2.1. General Objectives

One of key objective of the TransTritia is to coordinate steps for tackling congested freight transport, in particular the road network in the border area of three members states of the EU in four border regions of the EGTC TRITIA. One solution to this situation is to increase the region's accessibility by a railway and transfer part of the freight transport from the roads to the railways.

Given that the main task of the TransTritia Project is the required 30% shift from road to rail transport for transport distances over 300 km by 2030, it is assumed that multimodal transport will have to play a major role in freight flows between individual countries. It is assumed that there are four types of actions support greater use of multimodal solutions:

- More targeted investments into physical infrastructure, aimed at better interconnections between the single modal networks.
- The internalisation of external costs in all modes of transport, with a view to send appropriate pricing signals to users, operators and investors. The social and environmental costs of transport should be paid in line with the polluter pays principle.
- Better use of information (on traffic, capacities, availability of infrastructure, cargo and vehicle positioning).
- Direct support for intermodal transport, as provided by the Combined Transport Directive (Council Directive 92/106/EEC), which aims to increase the competitiveness of the combined transport (defined as intermodal transport with a strictly limited road leg). The EU also provides financial support to multimodal/intermodal transport .

2.2. Cross - border key objectives - PL-SK (Poland - Slovakia)

Detailed goals specific to the Czech-Slovak border result from the SWOT analysis and strategic goals included in the strategy (table 1).

Table 1. SWOT analysis for the PL-SK area in the field of multimodal transport development

SWOT	Common conditions / features
1	2
Opportunities	<ul style="list-style-type: none"> - High fuel price (increasing of road freight transport costs, opportunities for more ecologic modes of transport - rail) (CZ, PL, SK) - Strategic transport position (new investors and investments) (CZ, PL, SK) - Taxes and fees (for roads and HGVs) (CZ, PL, SK) - Stability of the EU politics (security, duty-free union) (CZ, PL, SK) - Intensification of cooperation of entities in the TRITIA cross-border area (CZ, PL, SK) - Transit of international corridors (fees) (CZ, PL, SK) - The development of multimodal transport as a solution supporting the reduction of external transport costs (CZ, PL, SK) - An integrated transport policy of the European Union that includes multimodal transport (CZ, PL, SK) - Development of transport infrastructure in various modes of transport (CZ, PL, SK) - Strong development of containerization and other reloading technologies and their standardization (CZ, PL, SK) - technological development and evolving of modern technologies including information and telematics technologies (CZ, PL, SK - beginning) - Manpower from abroad (SK) - Modernization of railway lines (SK) - Interest of new investors (due to more transport possibilities) (SK)
Threats	<ul style="list-style-type: none"> - High labor costs (CZ, PL, SK); - Financial risk with long-term projects (the risk of exceeding the project budget) (CZ, PL, SK) - Lack transparent-ness political (CZ, PL, SK) - Increase of motorisation rate (CZ, PL, SK) - Insufficient infrastructure (poor quality, low capacity, delays in the construction and modernization of infrastructure) (CZ, PL, SK) - Lack of money for transport in the national budget (CZ, PL, SK) - Low increase in commercial speed in the field of rail freight transport (CZ, PL, SK) - Lack of supporting instruments for the implementation of an environment-friendly transport system (incentives, penalties) (PL) - Political instability (new priorities) (SK) - Lack of supporting instruments for the implementation of an environment-friendly transport system (incentives, penalties) (PL, SK) - Low level of lobbying in multimodal transport (PL) - Lack of coherent regional policy in the field of freight transport (PL) - Lack of proportionality in the implementation of ecological solutions in particular branches of transport (PL) - Diversity of the geographical environment - problems with the construction and modernization of infrastructure (PL, SK);

Strengths	<ul style="list-style-type: none"> - Physical resources - number and location of re-loading terminals, logistics and distribution centres, available storage, logistic operators, number of transportation companies(CZ, PL, SK) - Sufficient number of multimodal operators (CZ, PL, SK) - Number of trucks, trailers and semi-trailers (CZ, PL, SK) - Demand for transport and logistics services (CZ, PL, SK) - The level of market saturation (CZ, PL, SK) - Market dynamics and new investments (CZ, PL, SK) - High competition in freight transport and logistics (CZ, PL, SK) - Road infrastructure (PL) - Low industry risk (SK) - Technological requirements - new, modern and fuel saving vehicles provide advantage of the competition (SK) - Strong support of business environment institutions (CZ, SK)
Weaknesses	<ul style="list-style-type: none"> - Number of fleet of barges, towing barges (CZ, PL, SK) - Low quality of roads and railways (CZ, PL, SK) - Insufficient level of investment in the development of freight transport (CZ, PL, SK) - Support of finance institutions, government institutions (CZ, PL, SK) - Low level of innovation implementation (PL, SK)

Based on the assumptions of the strategy for the development of multimodal transport for the TRITIA area, the specific goals to which the actionplan responds include, first, goals from the infrastructure perspective:

- I1. Network co-creation and sharing the transport infrastructure in the TRITIA area
- I2. Development of an information system supporting multimodal freight transport
- I3. Improving the use of transport infrastructure capacity
- I4. Extension and modernisation of transport infrastructure (road, rail and shipping)

And stakeholders' perspective:

- S1. Improving the quality and reliability of freight transport in the TRITIA area
- S3. Support for cooperation between regional authorities in the development of multimodal freight transport

financial perspective:

- F1. Raising funds for joint freight transport development project in the TRITIA area
- F2. Support in attracting investors for the development of freight transport
- F3. Lobbying for more funds for the development of freight transport

safety and sustainable development perspective:

- SS1. Initiating and supporting project to promote freight transport safety
- SS2. Reducing the external costs of freight transport

process perspective:

- P1. Expansion of the support system for enterprises from the TSL sector
- P2. Harmonisation of rules and regulations for multimodal freight transport in TRITIA area
- P3. Supporting the implementation of modern management organisation systems in multimodal freight transport
- P4. Integration of actors in the multimodal transport chain into a coherent (single) IT system

3. CROSS - BORDER PROJECTS FOR IMPLEMENTATION

3.1. Main assumptions

The main objective of the report is to present infrastructure projects that will allow the implementation of strategic assumptions related to the development of multimodal transport on the Poland-Slovakia border in relation to the entire TRITIA area.

The basis for presenting and prioritizing the projects were the strategic assumptions contained in the White Paper, strategic goals for the development of multimodal transport in the TRITIA area, the model and scenarios of transport development in the TRITIA area and action plans:

- Inland waterway on the TRANS TRITIA area
- Railways in the TRANS TRITIA area
- Intermodal logistic centers/terminals in the TRANS TRITIA area.

The presentation of the projects consisted of several stages:

- Identification of infrastructure projects that have an impact on the development of multimodal transport on the Poland-Slovakia border. The selection of projects was based on a broad analysis of strategic programs written at the international, national, or regional level, with particular emphasis on the development of multimodal transport for the TRITIA area. It was assumed that the projects may be in progress or are planned for implementation.
- Identification of bottlenecks on the PL-CZ-SK border in relation to the entire TRITIA area based on the model and workshop.
- Identification of new projects developing multimodal transport on the CZ-SK border, which are a proposal to eliminate bottlenecks and respond to the needs of key stakeholders (at the national and regional level).
- Prioritizing projects according to the scale: high priority (the most important from the point of view of the development of multimodal transport on the CZ-SK border), medium priority (medium importance from the point of view of the development of multimodal transport on the CZ-SK border), low priority (low importance from the point of view of the development of multimodal transport on the CZ-SK border).
- Indication of budgets for already planned or implemented projects and a proposal of a budget (investment scale) for new projects with sources of financing.
- Indication of the main stakeholders (owners) of the projects.
- Determining the duration of the project.
- Indication of the project implementation effects.

Detailed project descriptions can be found in the reports:

- CE960 D.T1.2.1_D.T 1.2.3_Prioritisation of cross- border projects PL_SK
- CE960 D.T 1.2.2_D.T 1.2.4_Budgeting of cross-border projects PL_SK

3.2. Bottlenecks analysis

Table 2 presents bottlenecks for rail transport occurring at the PL-SK border. The list has been prepared based on the report D.T3.2.2 (Table 10) - Bottlenecks on the railway infrastructure after redistribution of transport load in zero scenario /2030/

Table 2. Bottlenecks on the railway infrastructure after redistribution of transport load in zero scenario /2030/ - border PL-SK

Priority	ID	Section name	Tracks (number)	Capacity (Number of trains/week (2030))	Number of passenger trains/week (2030)	Number of freight trains/week (2030)	Number of containers/day (2030)	Number of container trains/day (2030)	Number of container trains/week (2030)	Number of total trains/week (2030)	Occupancy rate (%) (2030)
1	SK05-C	Diviaky - Vrútky	2	1106	312	218	2759	138	966	1496	135,3%
2	PL139-2	Tychy - Pszczyna	2	1015	588	250	1457	73	511	1349	132,9%
3	PL139-1	Katowice Ligota - Mąkotowiec	2	1484	1141	218	1457	73	511	1870	126,0%

Moreover, based on a discussion during the workshop and consultations with stakeholders, the following bottlenecks in rail transport have been identified in the flow of goods on the Polish-Slovakian border, i.e.:

- Railway line 139-2 - Tychy - Pszczyna; 139-1 - Katowice Ligota - Mąkotowiec - lines are located in the core TEN-T network as part of the E-65 route, low capacity of the Katowice - Tychy section and Katowice Ligota station, constituting a significant barrier to the development of the rail transport offer in the directions south of Katowice;
- Linia Čadca - Skalité and Vrútky - Diviaky
- Information technologies of railway infrastructure managers and unification of dispatching management.

3.3. List of planned and implemented projects

The list (table 3) includes infrastructure projects that are located on the Czech-Slovak border and those that are necessary for the proper flow of goods and the development of multi-modal transport on the border of these two countries, connecting the regions: Moravian - Silesian Region and Žilina Self - governing Region.

The list of projects is divided into rail and road transport projects. Projects developing rail transport are considered priority. However, there are projects that should be implemented as part of road transport in relation to the development of multimodal freight transport. The projects presented in Table 1 are in the zero scenario.

Table 1. List of planned and implemented projects

No.	Projects
Railway transport projects	
1	Works on the railway line No. 139 on the Czechowice Dziedzice - Bielsko Biąta - Zwardoń (state border) section

2	Project Poprad - Východná
3	Project Východná - Liptovský Hrádok
4	Project Liptovský Hrádok - Liptovský Mikuláš
5	Project Liptovský Mikuláš - Ružomberok
6	Project Ružomberok - Turany
7	Project Turany - Vrútky
8	Project Vrútky - Varín
9	Project Node Žilina
10	Project Krásno nad Kysucou - Čadca (border)
Road transport projects	
11	Project Part of the S1 expressway (formerly S69) Bielsko-Biala - Żywiec - Zwardoń, section Przybędza - Miłówka (bypass of Węgierska Górka)
12	Project R3 Tvrdošín - Nižná nad Oravou
13	Project R3 Nižná nad Oravou - Dlhá nad Oravou
14	Project R3 Dlhá nad Oravou - Sedliacka Dubová
15	Project D1 Hubová - Ivachnová
16	Project D1 Hričovské Podhradie - Lietavská Lúčka
17	Project D1 Lietavská Lúčka - Dubná Skala
18	Project D1 Feeder Lietavská Lúčka
19	Project D1 Turany - Hubová
20	Project D3 Žilina, Brodno - Kysucké Nové Mesto
21	Project D3 Kysucké Nové Mesto - Oščadnica
22	Project D3 Oščadnica - Čadca Bukov 2. profile

3.4. Projects resulting from the analysis of the intermodal transport model and bottleneck analysis

The table 4 presents projects resulting from the analysis of the intermodal transport model and bottleneck.

Table 4. Projects resulting from the analysis of the intermodal transport model and bottleneck

No.	Projects
Railway transport projects	
23	Čadca - Skalité
24	Vrútky - Diviaky
See no. 1	Linia kolejowa 139-2 - Tychy - Pszczyna; 139-1 - Katowice Ligota - Mąkolowiec
25	Information technologies of railway infrastructure managers and unification of dispatching management

4. PROJECT PRIORITIZATION AND BUDGET

The proposed projects were evaluated in the context of their importance from the point of view of implementing the strategy for the development of multimodal transport in the TRITIA area, with particular regard to Poland - Slovakia border. The project priorities were determined based on a broad discussion with stakeholders, according to the scale: high priority (most important from the point of view of the development of multimodal transport on the PL-SK border), medium priority (medium importance from the point of view of the development of multimodal transport on the PL-SK border), low priority (low importance from the point of view of the development of multimodal transport on the PL-SK border). In addition, the value of planned or proposed budgets and sources of project financing were presented.

4.1. Projects with the high priority

Table 5 presents projects that have received the highest priority, which means that they determine the implementation of multimodal transport development strategies in the TRITIA area to such an extent.

Table 5. Budget of projects with high priority.

No.	Project name	Budget	Finance resources
Railway transport projects			
1	Works on the railway line No. 139 on the Czechowice Dziedzice - Bielsko Biata - Zwardoń (state border) section	350 000 000 PLN (78 444 835,21 EUR)	National Railway Program (included as reserve)
2	Project Poprad - Východná	320 milions EUR	EU funds up to 85% and own resources (state budget) Utilizing OPII 2014-2020, OP 2021 - 2027 and CEF
3	Project Východná - Liptovský Hrádok	200 milions EUR	EU funds up to 85% and own resources (state budget) Utilizing OP 2021 - 2027 and CEF
4	Project Liptovský Hrádok - Liptovský Mikuláš	350 milions EUR	EU funds up to 85% and own resources (state budget) Utilizing OP 2021 - 2027 and CEF
5	Project Liptovský Mikuláš - Ružomberok	150 milions EUR	EU funds up to 85% and own resources (state budget) Utilizing OP 2021 - 2027 and CEF
6	Project Ružomberok - Turany	300 milions EUR	EU funds up to 85% and own resources (state budget) Utilizing OP 2021 - 2027 and CEF
7	Project Turany - Vrútky	150 milions EUR	EU funds up to 85% and own resources (state budget) Utilizing OP 2021 - 2027 and CEF

8	Project Vrútky - Varín	200 milions EUR	EU funds up to 85% and own resources (state budget) Utilizing future OP
9	Project Node Žilina	380 milions EUR	EU funds up to 85% and own resources (state budget) Utilizing OPII 2014 - 2020, OP 2021 - 2027 and CEF
10	Project Krásno nad Kysucou - Čadca (border)	300 milions EUR	EU funds up to 85% and own resources (state budget) Primarily utilizing CEF and secondary OP 2021 - 2027
<i>The special railway projects eliminating or reducing bottlenecks</i>			
23	Čadca - Skalité	in hundred milions EUR	The project will be a cooperation between Slovakia and Poland as there will be need for a tunnel through the border area.
24	Vrútky - Diviaky	in hundred milions EUR	Project could be viable if the main corridor line Žilina - Bratislava couldn't cope up with the demand and the freight trains will use alternative routing.
See no. 1	Railway line 139-2 - Tychy - Pszczyna; 139-1 - Katowice Ligota - Mąkotowice	350 000 000 PLN (78 444 835,21 EUR)	National Railway Program (included as reserve)
25	Information technologies of railway infrastructure managers and unification of dispatching management	Total investment costs: not yet known	Source: Co-financing from EU and national programs is envisaged
Road transport projects			
11	Part of the S1 expressway (formerly S69) Bielsko-Biała - Żywiec - Zwardoń, section Przybędza - Miłówka (bypass of Węgierska Górka)	1 545 986 825,74 PLN (346 499 090,81 EUR)	The investment is included in the National Road Construction Program

Investment value

- The total amount of investment costs for high priority projects in the Poland is set about 2 bln PLN (more than 463 ml. EUR). In particular, the amount of costs for the construction of a Part of the S1 expressway is very high.
- The total amount of investment costs for high priority projects in the Slovakia is set about 2.35 bln EUR. In particular, the amount of costs for the modernization of a railway corridors from Žilina to the East and also from Žilina to the North (CZ and PL borders).

Sources of funding

- Financing in the territory of the Poland is expected in the form of co-financing from EU resources under the: National Railway Program, National Roads Construction Programme and future Operational Programme for period 2021-2027. The amount of the subsidy is estimated at a maximum of 85% of the total eligible costs.

- Financing in the territory of the Slovakia is expected in the form of co-financing from EU resources under the: Operational programme Integrated Infrastructure 2014-2020, future Operational Programme for period 2021-2027 and Connecting Europe Facility (CEF). The amount of the subsidy is estimated at a maximum of 85% of the total eligible costs.

4.2. Projects with the medium priority

The table 6 presents projects that have received a medium priority, which means that they determine the implementation of multimodal transport development strategies in the TRITIA area to such an extent.

Table 6. Budget of projects with medium priority

No.	Project name	Budget	Finance resources
Road transport projects			
12	Project R3 Tvrdošín - Nižná nad Oravou	83 milions EUR	EU funds up to 85% and own resources (state budget)
13	Project R3 Nižná nad Oravou - Dlhá nad Oravou	201 milions EUR	EU funds up to 85% and own resources (state budget)
14	Project R3 Dlhá nad Oravou - Sedliacka Dubová	77 milions EUR	EU funds up to 85% and own resources (state budget)
15	Project D1 Hubová - Ivachnová	360 milions EUR	EU funds up to 85% and own resources (state budget)
16	Project D1 Hričovské Podhradie - Lietavská Lúčka	427 milions EUR	EU funds up to 85% and own resources (state budget)
17	Project D1 Lietavská Lúčka - Dubná Skala	569 milion EUR	EU funds up to 85% and own resources (state budget)
18	Project D1 Feeder Lietavská Lúčka	28 milion EUR	EU funds up to 85% and own resources (state budget)
19	Project D1 Turany - Hubová	623 milion EUR	EU funds up to 85% and own resources (state budget)
20	Project D3 Žilina, Brodno - Kysucké Nové Mesto	344 milion EUR	EU funds up to 85% and own resources (state budget)
21	Project D3 Kysucké Nové Mesto - Oščadnica	220 milion EUR	EU funds up to 85% and own resources (state budget)
22	Project D3 Oščadnica - Čadca Bukov 2. profile	60 milion EUR	EU funds up to 85% and own resources (state budget)

Investment value

- The total amount of investment costs for high priority projects in the Slovakia is set at more than 2,992 bn EUR. These costs consist of investments in the development of the road network - missing sections of motorway D1 from West to East Slovakia as part of TEN-T core network, missing section of motorway D3 from Žilina to the North borders as port of TEN-T core network and missing sections of expressway R3 as port of the TEN-T comprehensive network.

Sources of funding

- The source of financing for these projects is not known at these moment. It is based on the assumption that planned Operational programme (OP) for years 2021-2027 will cover this

projects. The structure of the planned OP will be very similar as in previous Operational Programme Integrated Infrastructure (OPII) 2014 - 2020.

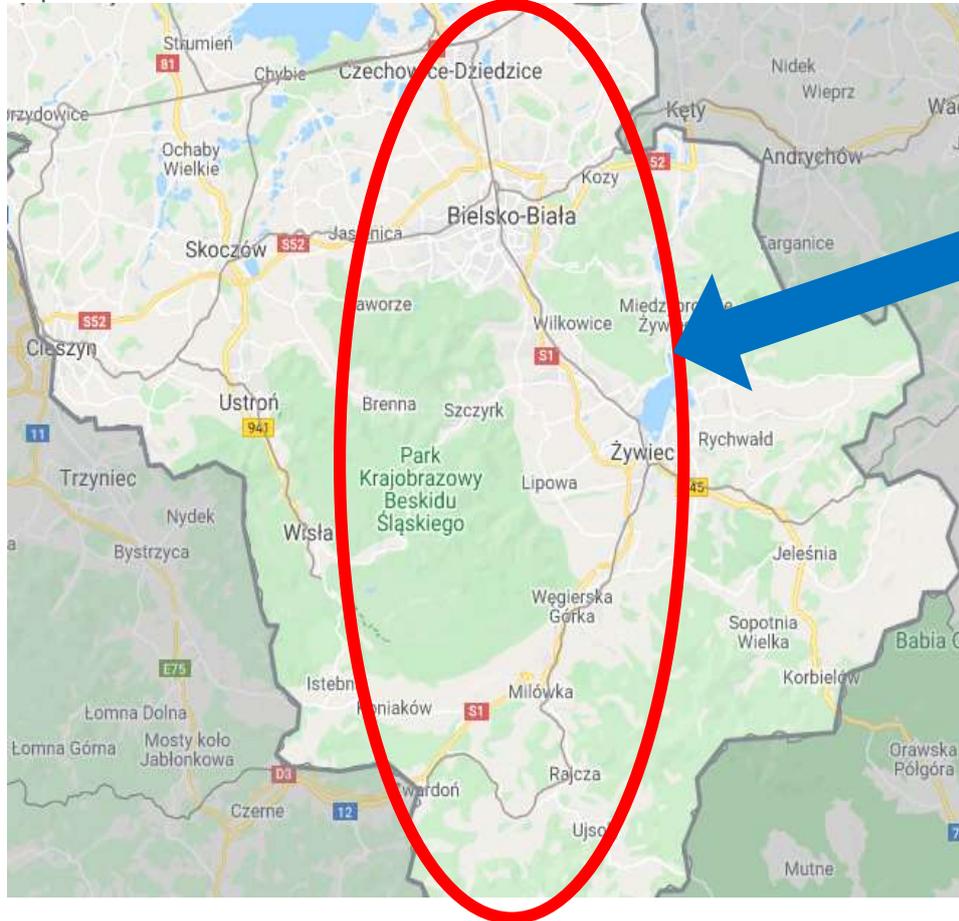
4.3. Cross border project - description

Table 7 presents two groups of projects that directly connect investments on the Czech Republic -Slovakia border. Infrastructure projects that connect with these border projects and are necessary for the development of multimodal transport on the border of these two countries and two regions are also included.

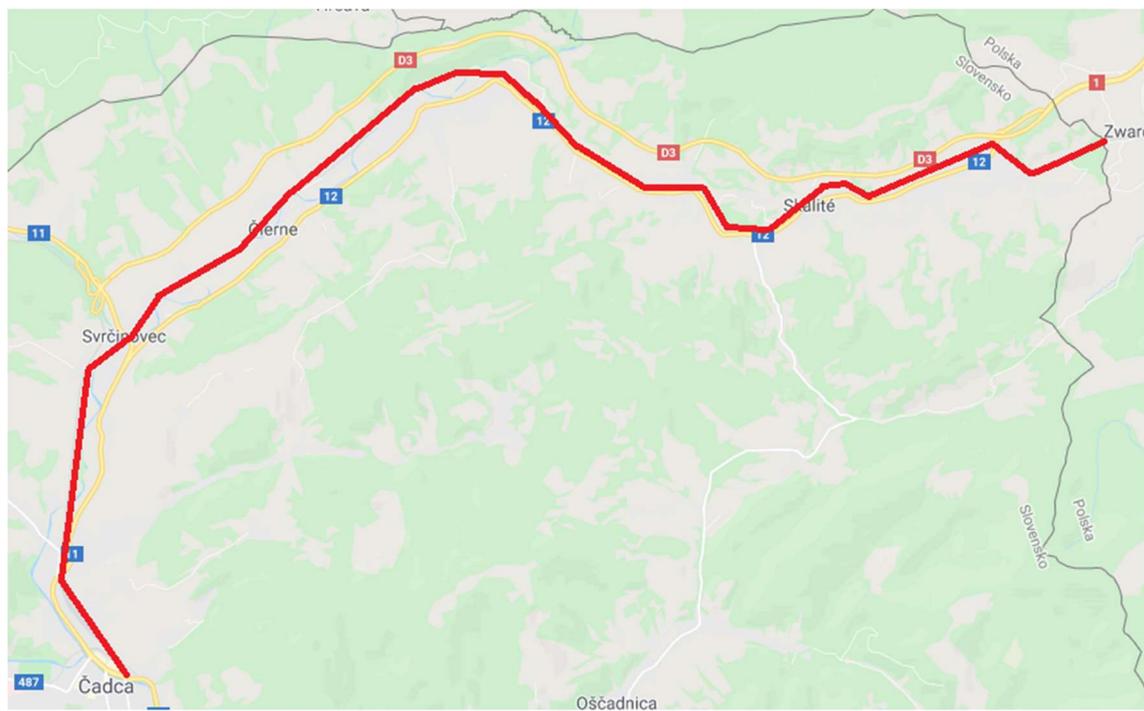
Table 7. Description of cross border projects

Poland	Slovakia
Project name	
No. 1 Works on the railway line No. 139 on the Czechowice Dziedzice - Bielsko Biąła - Zwardoń (state border) section	Project Čadca - Skalité
No. 1 Works on the railway line No. 139 on the Czechowice Dziedzice - Bielsko Biąła - Zwardoń (state border) section	No. 23 Project Čadca - Skalité
Main goal	
Modernization works on the railway line No. 139 on the Czechowice Dziedzice- Bielsko Biąła - Zwardoń section (state border)	Main goal will be the modification of track direction to minimize gradient which now reach up to 26‰ at border area.
Main topic and result	
<p>Line 139 - railway line in the Śląskie Voivodeship; double-track on the sections Katowice - Bielsko-Biáła Główna and Bielsko-Biáła Lipnik - Wilkowice Bystra.</p> <p>The project to modernize the line No. 139 is currently on the reserve list of the National Railway Program, and to a lesser extent Żywiec - Zwardoń. However, the modernization of the line is provided for by both the State Transport Policy and the Transport Plan, and the line is also part of the TEN-T core network. The tender for the feasibility study for this line announced at the beginning of 2020 shows that the implementation of the project is to increase the speed of trains (the study is to investigate both variants of increasing the speed of trains to 130 km / h in the current line route and to the speed of 160 km) / h with possible route corrections), safety and line capacity, better transport accessibility; ensuring rail interoperability and allowing the movement of trains with a length of 750 meters (or at least 650 meters on the Slovak side of the border).</p> <p>The study also includes the recognition of the legitimacy of building a "joint Polish-Slovak tunnel"; the aim of which would be to adapt the line section to freight traffic by bypassing the existing section with the most difficult profile (for this purpose it is necessary to conduct appropriate discussions with the Slovak minister of transport and infrastructure manager).</p>	<p>Modernizaion of TEN-T coridor with posible construction of second track.</p> <p>At least one tunnel on border between SR and PL.</p>

Maps



Line 139,
section
Czechowice -
Dziedzice -
Bielsko -
Biala -
Zwardoń

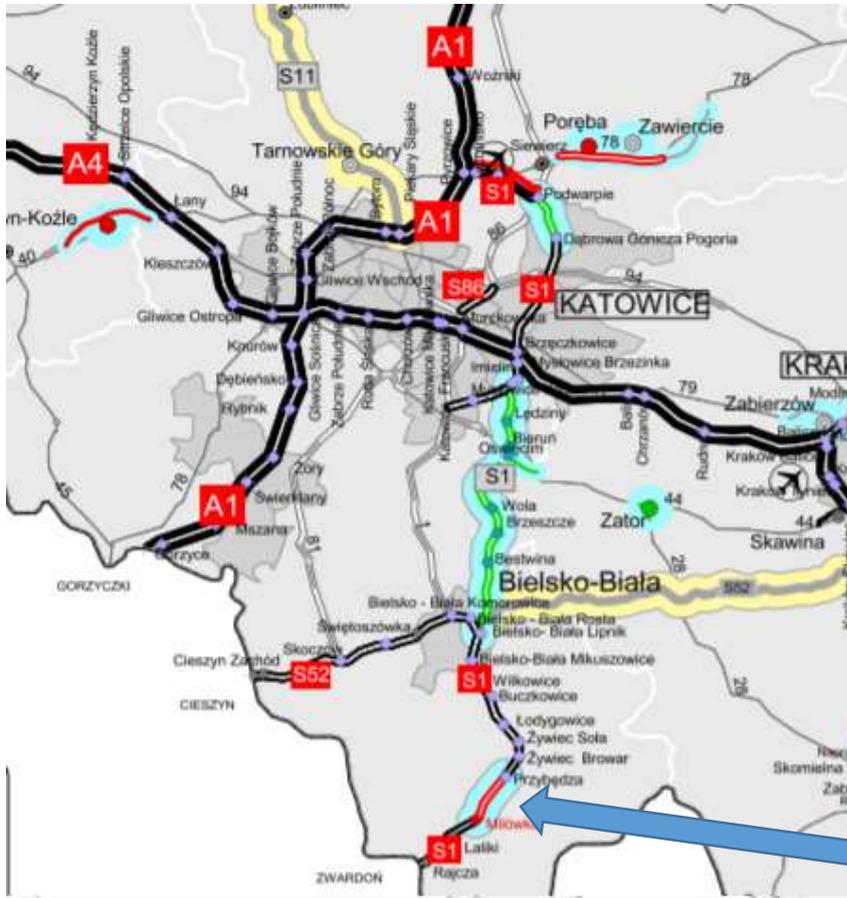


Other necessary and supportive projects:

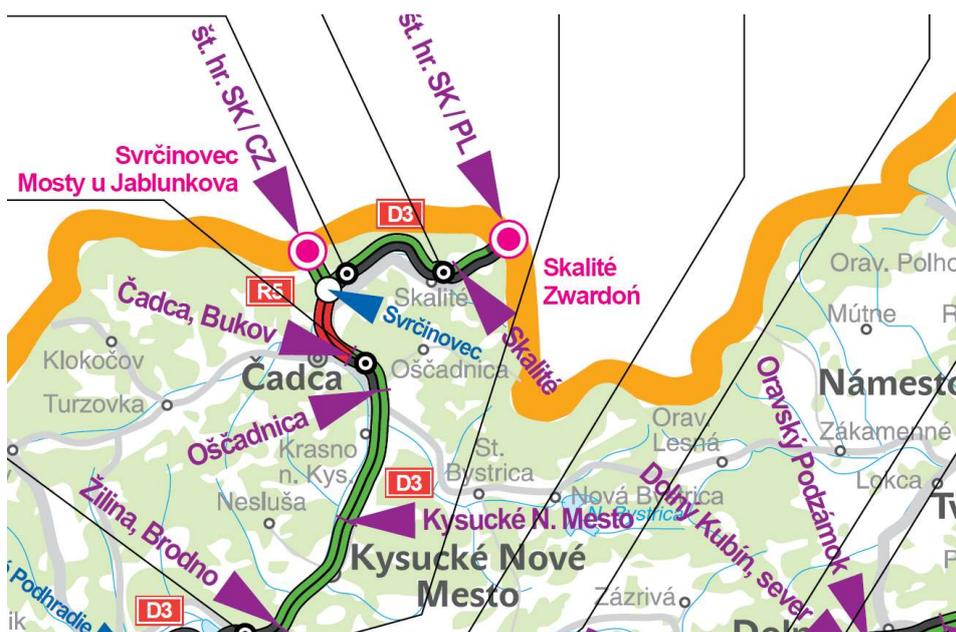
- Project Vrútky - Varín
- Project Turany - Vrútky
- Project Ružomberok - Turany
- Project Liptovský Mikuláš - Ružomberok
- Project Liptovský Hrádok - Liptovský Mikuláš
- Project Východná - Liptovský Hrádok
- Project Poprad - Východná
- Project: Prace na linii E30/E65 (w tym linia 93) (Action Plan PL/CZ)
- Project: Prace na linii kolejowej C-E 65 (Action Plan PL/CZ)
- Project: Prace na linii kolejowej 93
- Project: Rewitalizacja linii kolejowej nr 131

Poland	Slovakia
Project name	
No. 11 Part of the S1 expressway (formerly S69) Bielsko-Biała - Żywiec - Zwardoń, section Przybędza - Milówka (bypass of Węgierska Górka)	D3 Svrčinovec - Skalité - border SK/PL (done)
Main goal	
Construction of a section of the S1 expressway on the section Pyrzowice - Bielsko-Biała	Projects was built in 2017 as 2 lane motorway (half profile) D3 from Svrčinovec - to broder crossing Skalité/Zwardon.
Main topic and result	
From km 27 + 700 to km 36 + 230 of the Bielsko- Biąta - Żywiec - Zwardoń expressway (border crossing Myto / Skalite). Road class: S (express road) The length of the road is 8.53 km. Design speed - 80 km / h. Transverse slope: 2.0%. Pavement load - 115 kN / axle. Traffic category: KR6. Investment scope: Construction of a class S road with a length of approx. 8.53 km, which will have two types of cross-section: single-carriageway - one road with two lanes each, in the section before and after the tunnels (length: 3.713 km), dual carriageway - two roadways with two lanes each, on the tunnel section and between tunnels (length: 4.817 km). As part of the task, the following engineering structures will be constructed: 2 tunnels (approx. 830 m and approx. 1000 m long), 3 bridges, 5 flyovers and 1 economic crossing. In order to protect the neighboring areas against traffic noise, acoustic screens will be built along the planned route. At the beginning and end of the section, the missing slip roads will be expanded - the "Przybędza" and "Milówka" junctions, partly constructed as part of the construction of adjacent sections. In addition, as part of the construction of the expressway, the Road Maintenance Circuit in Milówka will be built, in which the Tunnel Management and Control Center will be located, i.e. two tunnels built under this task and the existing tunnel on the expressway in Laliki.	Projects was built in 2017 as 2 lane motorway (half profile) D3 from Svrčinovec - to broder crossing Skalité/Zwardon.

Maps



Odcinek :
Przybędza -
Miłowka



Other necessary and supportive projects:
– Project D3 Žilina, Brodno - Kysucké Nové Mesto

- Project D3 Kysucké Nové Mesto - Oščadnica
- Project D3 Oščadnica - Čadca Bukov 2. profile
- Project: Highway A1 (section E within Śląskie Voivodeship) (Action Plan PL/CZ)
- Project: Expressway S1 Pyrzowice - Bielsko-Biała (Action Plan PL/CZ)
- Project: Beskidzka Integration Road S52 (Action Plan PL/CZ)

5. SETTING THE ACTION GROUP

5.1. Projects with the high priority

The table ... presents the owners and main investors of projects that have high priority.

No.	Project name	Project owners (responsible for the project)
Railway transport projects		
1	Works on the railway line No. 139 on the Czechowice Dziedzice - Bielsko Biała - Zwardoń (state border) section	PKP Polskie Linie Kolejowe S.A.
2	Project Poprad - Východná	Železnice Slovenskej republiky
3	Project Východná - Liptovský Hrádok	Železnice Slovenskej republiky
4	Project Liptovský Hrádok - Liptovský Mikuláš	Železnice Slovenskej republiky
5	Project Liptovský Mikuláš - Ružomberok	Železnice Slovenskej republiky
6	Project Ružomberok - Turany	Železnice Slovenskej republiky
7	Project Turany - Vrútky	Železnice Slovenskej republiky
8	Project Vrútky - Varín	Železnice Slovenskej republiky
9	Project Node Žilina	Železnice Slovenskej republiky
10	Project Krásno nad Kysucou - Čadca (border)	Železnice Slovenskej republiky
The special railway projects eliminating or reducing bottlenecks		
23	Čadca - Skalité	Železnice Slovenskej republiky
24	Vrútky - Diviaky	Železnice Slovenskej republiky
See no. 1	Linia kolejowa 139-2 - Tychy - Pszczyna; 139-1 - Katowice Ligota - Małotowiec	PKP Polskie Linie Kolejowe S.A.
25	Information technologies of railway infrastructure managers and unification of dispatching management	Správa železnic, s.o. (railway infrastructure manager) PKP PLK (railway infrastructure manager) Železnice Slovenskej republiky (railway infrastructure manager)
Road transport projects		
11	Part of the S1 expressway (formerly S69) Bielsko-Biała - Żywiec - Zwardoń, section Przybędza - Miłówka (bypass of Węgierska Górka)	GDDKiA Katowice Department (General Director for National Roads and Motorways)

The main owners of high priority projects are:

- PKP Polskie Linie Kolejowe (Polish railway infrastructure manager)
- Železnice Slovenskej republiky (Slovakian railway infrastructure manager)
- General Director for National Roads and Motorways

These are the stakeholders operating at the national level:

- PKP Polskie Linie Kolejowe, in short PKP PLK - a company from the Polskie Koleje Państwowe group, responsible for the management of the state network of railway lines in Poland, which currently has over 19 thousand kilometers. In addition, he is responsible for the management and synchronization of traffic of approx. 6.5 thousand passenger and freight trains owned by 74 licensed carriers.
- Železnice Slovenskej republiky (Slovakian railway infrastructure manager) in abbreviated form „ŽSR“ was established on January 1, 1993 by decision of the Government of the Slovak Republic on establishing a state public enterprise following the separation of the Czech and Slovak Federative Republic and thus the separation of the Czech-Slovak State Railways into two independent entities. Since January 1, 2002 in accordance with project for transformation and restructuring of ŽSR, the company has been split in two independent entities - ŽSR and Železničná spoločnosť, a.s. (ZSSK). The ŽSR provides transport and traffic services that correspond to the interests of the state transport policy and market requirements, including related activities. The main activities of the ŽSR, from January 1, 2002, are: management and operation of the railway infrastructure, provision of services related to the operation of the railway infrastructure, establishment and operation of railway, telecommunication and radio networks, construction and maintenance of the railway infrastructure.
- The central administration authority for issues related to the national road system is the General Director for National Roads and Motorways. The General Director manages the national roads and implements the state budget to the extent of the national road system.

5.2. Projects with the medium priority

The table 9 presents the owners and major investors of projects that have medium priority.

Table 9. Major investors in the projects with the medium priorityty.

No.	Project name	Project owners (responsible for the project)
Road transport projects		
12	Project R3 Tvrdošín - Nižná nad Oravou	Národná diaľničná spoločnosť
13	Project R3 Nižná nad Oravou - Dlhá nad Oravou	Národná diaľničná spoločnosť
14	Project R3 Dlhá nad Oravou - Sedliacka Dubová	Národná diaľničná spoločnosť
15	Project D1 Hubová - Ivachnová	Národná diaľničná spoločnosť
16	Project D1 Hričovské Podhradie - Lietavská Lúčka	Národná diaľničná spoločnosť
17	Project D1 Lietavská Lúčka - Dubná Skala	Národná diaľničná spoločnosť
18	Project D1 Feeder Lietavská Lúčka	Národná diaľničná spoločnosť
19	Project D1 Turany - Hubová	Národná diaľničná spoločnosť
20	Project D3 Žilina, Brodno - Kysucké Nové Mesto	Národná diaľničná spoločnosť
21	Project D3 Kysucké Nové Mesto - Oščadnica	Národná diaľničná spoločnosť
22	Project D3 Oščadnica - Čadca Bukov 2. profile	Národná diaľničná spoločnosť

The main owner of medium priority projects is Národná diaľničná spoločnosť - NDS - (National Motorway Company) manages the preparation and property-legal settlement also through regional Investment Sections. A lot of processes in design, land purchase, construction and building supervision are carried out in close cooperation with supplying entities based on contracts resulting from public procurement.

NDS provide the motorway operation through 15 management and maintenance centres situated close to the motorways. They provide the management directly in the region and the number of them increases depending on the completion of new infrastructure. NDS charge the motorways and expressways in order to develop the road infrastructure. The revenue from the charging forms the revenue of the National Motorway Company, which spends it on future investment.

6. ACTION STEPS/ROAD MAPS

6.1. Legislative

In order to support the transfer of goods from road to rail and inland waterway, it is necessary to harmonize the conditions for rail and road, especially in transport infrastructure charges.

Below the list of primary legislative actions to promote combined transport (multimodal transport) at European and national level , which should be prompted / lobbying by a logistics society in the region:

European level i.e the EU Parliament and EU Commission

1. Amend the Rail Freight Corridor Regulation aimed to create more efficient management tool for cross- border rail freight transport systems, to increase capability of freight transport, to harmonise national rules , to coordinate works (including maintenance) to handle contingencies
2. Allocate CEF Transport financial support at least at same level as a prior financial period (2014-2019) to finance Member States needs for compliance with agreed TEN-T requirements,
3. Amend the TEN-T Guidelines to better compliance with freight transport needs , especially to eliminate all bottlenecks around internal borders between Member States and neighbouring countries - to make Europe more interoperable,
4. Adopt the amendment of the Combined Transport Directive (92/106) to faster the needed changes in EU and national rules and regulations: to develop transshipment terminals, eliminate regulatory anomalies
5. Reform the Eurovinette Directive and adopt to create the roadmap for how Member State can replace time -based road tolling with a distance -based system,
6. Reform the fuel duties to internalize CO2 emissions
7. Adopt Mobility Pack 1 with new regulatory solution like : multi- state vehicle registration and local minimum wage requirements,
8. Adopt the Electronic Freight Transport Information (so called “eFTI”) Regulation to boost digitalization intermodal transport chains,
9. Revise the EU Transport White Paper and adopt it having in mind new ideas and facts found since the date of it issue (2011),
10. Draw - up the EU Transport Logistics Action Plan and a Vision for Intermodal Transport based on revised the EU Transport White Paper
11. Organise an annual EU multimodal conference on logistics and intermodal issues to boost the transparency and accountability of measures and tasks related to a.m. topics being under discussion within EU DG Mobility versus EU logistic society,

12. Transform the EU Agency for Railway into an all - out EU Agency for Land Transport to create “one body” being responsible for technical aspects of intermodal transport across the various modes

EGTC Tritia countries level

1. Draw-up and adopt the country- wide the Strategy of Intermodal Freight Transport based on new country wide Transport Strategy
2. Draw - up and adopt the country- wide Intermodal Transport Action Plan based on the new the Strategy of Intermodal Freight Transport,
3. Organise an annual regional/ country - wide multimodal conference on logistics and intermodal issues to boost cooperation between the state regulatory bodies and logistics society - in respect of all mode of transport with focus on multimodal issues - in a format G2B
4. Organise a country - wide governmental undertaking agency or to establish the PM Proxy Officer on logistics and intermodal issues to boost the development of intermodal transport.

6.2. Organization

Within the organizational area, it is appropriate to clarify and unify the management of multimodal transport lines. The current situation, where several operators with their own networks operate in the area, occurs when some lines are not worth operating because one operator is not able to fill the economically meaningful capacity of the train.

The key to these activities is the implementation of two organizational projects, including activities related to the appointment:

1. Observatory of multimodal transport in the TRITIA cross-border area (acronym: Observatory)
2. Coordinator of the multimodal transport network (acronym: Coordinator)
3. Competence centre for sustainable freight flows in the TRITIA cross-border area (acronym: Competence centre).

The main objective of the Observatory will be to identify and monitor technological and market trends in the development of multimodal transport in the TRITIA cross-border area. The main tasks of the observatory will concern the analysis of the existing multimodal transport system in the TRITIA area, along with the indication of the transport and logistics potential of the regions in terms of the development of multimodal transport and monitoring the implementation of the multimodal transport development strategy. This knowledge will be the basis for the activities of the Coordinator, who will be able to make decisions and initiate activities related to the development of multimodal transport in the TRITIA area.

The key to organizational activities is the cooperation between the Observatory and the Coordinator, the Observatory and the stakeholders and the Coordinator and the stakeholders. The cooperation between the Observatory and the Coordinator concerns the transfer of knowledge acquired by the Observatory, cooperation between the Observatory and its stakeholders concerns in particular the monitoring and implementation of infrastructure projects. On the other hand, the Coordinator's task

is to provide stakeholders with knowledge about the need to undertake new initiatives and activities that would be necessary for the further development of multimodal transport.

Designing innovative service centres in the TRITIA area enabling the implementation of sustainable freight flows using vehicles with alternative propulsion sources. The project is part of the requirements of the transport policy of the European Union countries and the guidelines related to the need to develop electromobility and alternative fuels. The scope of the project covers freight transport previously omitted in projects related to electromobility.

6.3. Investment

By 2030, it is necessary to comply with all planned investments according to output D.T3.2.2 Table 3 and Table 4.

It is envisaged to use the standard financial resources of the European Union, because the TRITIA region does not fall into the regions that would not be eligible for support. Due to the fact that the current financial programs will be terminated, it is necessary to create new financial programs (on national and regional level).

6.4. Timetable / road map

The Table 10 presents the timetable of projects with high priority and the Table 11 the timetable of projects with medium priority. Figure 2 shows the road map of infrastructure projects on the Polish-Slovak border.

Table 10. Timetable - projects with high priority

No.	Project name	Time	
Railway transport projects			
1	Works on the railway line No. 139 on the Czechowice Dziedzice - Bielsko Biata - Zwardoń (state border) section	2021-2027	Long term
2	Project Poprad - Východná	2021 - 2024	Mid-term
3	Project Východná - Liptovský Hrádok	2024 - 2026	Long-term
4	Project Liptovský Hrádok - Liptovský Mikuláš	2021 - 2024	Mid-term
5	Project Liptovský Mikuláš - Ružomberok	2024 - 2025	Mid-term
6	Project Ružomberok - Turany	2024 - 2028	Long-term
7	Project Turany - Vrútky	2024 - 2025	Mid-term
8	Project Vrútky - Varín	2028 - 2030	Log term
9	Project Node Žilina	2021 - 2024	Mid-term
10	Project Krásno nad Kysucou - Čadca (border)	2022 - 2025	Mid-term
<i>The special railway projects eliminating or reducing bottlenecks</i>			
23	Čadca - Skalité		Long term
24	Vrútky - Diviaky		Long term
See no. 1	Railway line 139-2 - Tychy - Pszczyna; 139-1 - Katowice Ligota - Mąkolowiec	2021-2027	Long term

25	Information technologies of railway infrastructure managers and unification of dispatching management	2022	Short-term
Road transport projects			
11	Part of the S1 expressway (formerly S69) Bielsko-Biała - Żywiec - Zwardoń, section Przybędza - Milówka (bypass of Węgierska Górka)	2018 - 2023	Mid-term

Table 11. Timetable - projects with medium priority

No.	Project name	Time	
Road transport projects			
12	Project R3 Tvrdošín - Nižná nad Oravou	2020 - 2023	Mid-term
13	Project R3 Nižná nad Oravou - Dlhá nad Oravou	Up to year 2026	Long-term
14	Project R3 Dlhá nad Oravou - Sedliacka Dubová	up to year 2026	Long-term
15	Project D1 Hubová - Ivachnová	2022	Short term
16	Project D1 Hričovské Podhradie - Lietavská Lúčka	2020	Short term
17	Project D1 Lietavská Lúčka - Dubná Skala	2023	Mid-term
18	Project D1 Feeder Lietavská Lúčka	2020	Short term
19	Project D1 Turany - Hubová	2030	Long term
20	Project D3 Žilina, Brodno - Kysucké Nové Mesto	2027	Long term
21	Project D3 Kysucké Nové Mesto - Oščadnica	2030	Long term
22	Project D3 Oščadnica - Čadca Bukov 2. profile	2027	Long term

Figure 2. The roadmap of infrastructure projects on the Polish-Slovak border



In terms of modes of transport, in the cross-border area of PL-SK, 13 projects were indicated in the field of rail transport, 12 projects were indicated in the field of road projects, which gives a total of 25 projects; while no inland waterway transport options exist, no projects were identified in this area. Among the mentioned projects, short-, medium- and long-term ones were listed. In the short-term period (until 2022), 4 projects were selected for implementation. In the medium term (until 2025), the implementation of 9 projects was planned, while in the long term (until 2030), 12 projects were planned. When prioritizing the projects, the team of experts concluded that:

- among railway projects, all projects were considered with high priority;
- among road projects, 1 project has a high priority, which constitutes 8.3% of all road projects.

7. MONITORING

7.1. Monitoring and evaluation - main assumptions

Monitoring of outputs means to observe whether intended products are delivered and whether implementation is on track.

Cohesion policy programmes are implemented in the context of multilevel governance with a clear demarcation of roles and responsibilities. The actors in this system - implementing agencies, managing authorities, the regional, national, multinational and the EU level - differ in their information needs to be met by monitoring.

Monitoring also observes changes in the result indicators. The values of result indicators, both for baselines and at later points in time, in some cases can be obtained from national or regional statistics. In other cases it might be necessary to carry out surveys or to use administrative data. Evaluation is, in the most general sense, an estimate of quality, value and relevance. It is a systematic study conducted using a variety of methods, consisting of data collection, analysis, evaluation and reporting of the results. Its purpose is to assess (in relation to clearly formulated criteria) the quality and value of the process and the effects of implementing the action plan. Monitoring and evaluation are aimed at collecting, reporting and interpreting data describing the progress and development of multi-modal transport (including the action plan for the development of logistics centers) and possible effects of public intervention (project, program or strategy).

In this regard, monitoring focuses mainly on the result and product level, and evaluation is mainly concerned with the impact, especially in the medium and long term.

7.2. Monitoring - TRITIA, country and european level

The implementation of tasks in the area of monitoring and evaluation will be based on the current structure of EGTC TRITIA, supported by the Steering Committee for the development of multimodal transport appointed by EGTC TRITIA. Monitoring includes the implementation of projects in the Czech Republic-Slovakia border (see timetable, but in relation to the development of transport throughout the multimodal TRITIA area. The EGTC TRITIA is proposed to ensure interconnection between entities, especially ministries and regional authorities, from the Czech Republic, Poland and Slovakia in solving problems that require the participation of entities from several countries. At the same time, a continuous control of the implementation of plans for the EGTC TRITIA would be carried out.

Every year, EGTC TRITIA submits a report to the Steering Committee based on annual implementation reports and monitoring indicators. Reports are prepared by the appointed Observatory. The key indicators monitored by the observatory will be at the TRITIA level:

- Number and scope of projects
- Completion date
- The scale of the investment
- Sources of financing

- The level of demand for multimodal transport
- Level of freight flows on railways and roads
- The development of the TEN -T network and infrastructure (roads, railways networks and point)
- Comparison of application of externalities in freight transport, incl. charges for the use of transport infrastructure;

In addition, an important role, especially in the area of evaluation, will be played by the Coordinator who will support EGTC TRITIA with impact indicators, especially in the long term on:

- the need for infrastructure solutions for the development of multimodal transport,
- linking with other projects developing multi-modal transport.

The key stakeholders of the action plan will be the owners and main investors of the projects, i.e .:

- PKP Polskie Linie Kolejowe (Polish railway infrastructure manager)
- Železnice Slovenskej republiky (Slovakian railway infrastructure manager)
- General Director for National Roads and Motorways)
- Národná diaľničná spoločnosť

Furthermore the indicated main stakeholders, entities that will be informed about the results of the project and at the same time will be an important source of information about the needs and new investments in the development of multi-remote transport on the Czech Republic-Slovakia border include:

- European level: team of the European Commissioner for Transport and the UIRR (Union internationale des sociétés de transport combiné Rail-Route) and Visegrad Group;
- Country level: Ministry of Investmet and Development (PL), Ministry of Finans (PL), Ministry of Maritime Economy and Inland Navigation (PL), Ministry of Infrastructure (PL), Ministry of Transport and Construction of the SR (SK). Due to the fact that freight transport is not the responsibility of individual regions, as well as constructions on the railway network, it is necessary that the tasks be provided by the Ministries of Transport of individual states. The indicated entities may have their representatives on the Steering Committee.
- Regional level: Marshal's Office Silesian Voivodeship, Silesian Voivodeship Office (PL), Marshal's Office Opole Voivodeship (PL), Opole Voivodeship Office (PL), Žilina Self - governing Region (SK).

An important role in the development of multimodal transport is played by specific associations that have a significant impact on the development of multimodal transport. Cooperation with freight transport associations in each country is considered meaningful, as these associations usually have information on real capacity problems, can propose effective solutions and are the target group whose work is to evaluate traffic flows and eliminate bottlenecks. They can thus act both as an opponent and as a source of valuable information. If necessary, other entities, such as chambers of commerce, may be invited to cooperate. These associations include, among others:

- The Association of International Road Carriers;
- Polish Chamber of Commerce for Car Transport and Forwarding;
- DGSA - Association of Advisors for the Transport of Dangerous Goods;

- Polish Chamber of Forwarding and Logistics (National member of the International Federation of Freight Forwarders Associations "FIATA" in Zurich);
- Association of Intelligent Transport Systems ITS;
- Association of Polish Regions of the Baltic-Adriatic Transport Corridor;
- Association of Rail Transport Experts and Managers;
- Transport and Logistics Poland (TLP);
- Transport Economics Association (SET);
- Polish Association of Telematics of Transport;
- Polish Transport Union;
- SOPK - Slovenská obchodná a priemyselná komora (Slovak Chamber of Commerce And Industry);
- AROS - Asociácia železničných dopravcov Slovenska (Association of Railways Operators of Slovakia);
- ČESMAD Slovakia.