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TRITIA CZ - SK Cross Border Action Plan

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Content:

1. INTRODUCTION

The aim of TRANS TRTIA Project is to improve knowledge, coordination among freight transport stakeholders in the topic of multimodal environmentally-friendly freight transport system on border regions of three European countries Poland – Slovakia – Czech Republic – 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 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 the Czech Republic - 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 Czech Republic - Slovakia

2. SETTING THE CROSS - BORDER KEY OBJECTIVES

2.1. General Objectives

One of the key objectives of the TRANS TRITIA Project is to coordinate steps for tackling congested freight transport, the road network in the border area of three member 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 that 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, to send appropriate pricing signals to users, operator,s 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 – CZ-SK (Czech Republic – Slovakia)

Detailed goals are 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 CZ-SK area in the field of multimodal transport development

SWOT	Common conditions / features
1	2
Opportunities	– 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) – The interest of new investors (due to more transport possibilities) (SK) – Increasing cooperation of enterprises with the R & D sphere enabling the transfer of knowledge (CZ)
Threats	– High labor costs (CZ, PL, SK); – The financial risk with long-term projects (the risk of exceeding the project budget) (CZ, PL, SK) – Lack of 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) – Poor planning, a low drawdown of EU funds (CZ) – Political instability (new priorities) (SK) – Lack of supporting instruments for the implementation of an environment-friendly transport system (incentives, penalties) (SK) – Diversity of the geographical environment - problems with the construction and modernization of infrastructure (SK)
Strengths	– Physical resources - number and location of re-loading terminals, logistics and distribution centres, available storage, logistic operators, number of transportation companies (CZ, PL, SK) – Enough 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) – Cluster (SK, CZ) – Low industry risk (CZ, SK) – Technological requirements – new, modern, and fuel-saving vehicles provide advantages of the competition (CZ, SK). – Strong support of business environment institutions (CZ, SK) – Development of information and telematics technologies (CZ)

Weaknesses	– 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 (SK)

Based on the assumptions of the strategy for the development of multimodal transport for the TRITIA area, the specific goals to which the action plan responds include, first of all, 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 TRITA 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 assuptions

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 Czech-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 with 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 development of multimodal transport on the CZ-SK border), medium priority (medium importance from 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 CZ_SK
- CE960 D.T 1.2.2_D.T 1.2.4_Budgeting of cross-border projects CZ_SK

3.2. Bottlenecks analysis

Table 2 presents bottlenecks for rail transport occurring at the CZ-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 CZ-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	CZ301A-1	(SK) st. border - Mosty u Jabl.st. border	2	1554	294	381	2429	122	854	1529	98,4%
2	CZ301A-2	Mosty u Jabl.st.hr. - Návsí	2	2135	450	380	2429	122	854	1684	78,9%
15	CZ301A-3	Návsí – Bystřice n. Olší	2	2338	540	380	2429	122	854	1774	75,9%

Moreover, based on a discussion during the workshop and consultations with stakeholders, the following project, which eliminate bottlenecks in rail transport have been identified in the flow of goods on the border Czech Republic and Slovakia:

- 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 a 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 3. List of planned and are implemented (during the implementation) projects

No.	Projects
Railway transport projects	
1	Project Krásno nad Kysucou – Čadca (border)
2	Project Node Žilina
3	ETCS Mosty u Jablunkova - Dětmarovice
4	Reconstruction of infrastructure of selected railway stations on RFC 5 (extension of trucks for freight trains 740 m long)

5	Optimalization of the railway line section Český Těšín (outside) - Albrechtice u Českého Těšína (inclusive)
Road transport projects	
6	Project D3 Žilina, Brodno – Kysucké Nové Mesto
7	Project D3 Kysucké Nové Mesto – Oščadnica
8	Project D3 Oščadnica – Čadca Bukov 2. profile
9	Project D48 Frýdek-Místek, bypass
10	I/68 Třanovice - Nebory

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	
11	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 the Czech Republic - 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 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). In addition, the value of planned or proposed budgets and sources of project financing were presented.

4.1. Projects with 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. 9 projects were distinguished, of which 7 on the Czech side and 2 on the Slovak side.

Table 5. Budget of projects with high priority

No.	Project name	Budget	Finance resources
Railway transport projects			
1	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
2	Project Krásno nad Kysucou – Čadca (border)	300 milions EUR	EU funds up to 85% and own resources (state budget) Primaly utilizing CEF and secondary OP 2021 – 2027
3	ETCS Mosty u Jablunkova - Dětmarovice	approx. CZK 590 million (21 975 566 EUR)	It is expected to co-finance from EU resources under the Operational Program Transport 2021-2027. amount of subsidy: max 85% of the total eligible costs.
4	Reconstruction of infrastructure of selected railway stations on RFC 5 (extension of trucks for freight trains 740 m long)	the processing of project documentation has not started yet - the stations to be reconstructed are not known	It is expected to co-finance from EU resources under the Operational Program Transport 2021-2027. amount of subsidy: max 85% of the total eligible costs
5	Optimalization of the railway line section Český Těšín (outside) - Albrechtice u Českého Těšína (inclusive)	CZK 3,168,500,000. (118 016 239 EUR)	It is expected to co-finance from EU resources under the Operational Program Transport 2021-2027. amount of subsidy: max 85% of the total eligible costs.
The special railway projects eliminating or reducing bottlenecks			
11	Information technologies of railway infrastructure managers and unification	Total investment costs: not yet known	Source: Co-financing from EU and national programs is envisaged

	of dispatching management		

Investment value

- The total amount of investment costs for high priority projects in the Czech Republic is set at more than 3 758 500 000 CZK (140 000 000). To this amount must be added the costs of projects that have not yet been developed in the form of detailed projects (see table above).
- The total amount of investment costs for high priority projects in the Slovakia is set at around 680 mil. EUR. Planned projects represents missing modernization of railways from Žilina to the North and Žilina node as important railway intersection in the Slovakia.

Sources of funding

- Financing in the territory of the Czech Republic is expected in the form of co-financing from EU resources under the Operational Program Transport 2021-2027. The amount of the subsidy is estimated at a maximum of 85% of the total eligible costs.
- Žilina node modernization is part of important railway modernization projects in Slovakia. Žilina node is the end station of track no. 120 from Bratislava, track no. 180 from Košice and track no. 127 from Čadca. Žilina is an intersection of two TEN-T core corridors – Baltic-Adriatic and Rhine-Danube. The modernization will ensure the track parameters in accordance with the AGC and AGTC agreements. Part of the project is an update of the DC power supply (3 kV) to the AC power supply (25 kV, 50 Hz). The whole extend of the track modernization is around 14 km in direction West-East and 2,3 km in direction North-South.
- The modernization of section Krásno nad Kysucou – Čadca – Border crossing SK/CZ means and update of the railway superstructure and substructure for parameters in accordance with the AGC and AGTC agreements with AC power supply (25 kV, 50 HZ). The extent of modernization will be on the 17,5 km track length.
- Operational Programme Integrated Infrastructure (OPII) is a programming document produced by the Slovak Republic to draw aid from the European Union in the transport sector and Information Technology for the period 2014-2020 (Cohesion Fund, European Regional Development Fund). Its global objective is to support sustainable mobility, economic growth, job creation and improving the business environment through progress in transport infrastructure, public passenger transport and the development of an information society. Implementation of OPII projects will contribute to making the country, its different regions and interconnection of them more accessible, reducing regional disparities and increasing the Slovak Republic's competitiveness.
- The Connecting Europe Facility (CEF) is a key EU funding instrument to promote growth, jobs and competitiveness through targeted infrastructure investment at European level. It supports the development of high performing, sustainable and efficiently interconnected trans-European networks in the fields of transport, energy and digital services. CEF investments fill the missing links in Europe's energy, transport and the digital backbone.

4.2. Projects with 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. Five projects were distinguished, of which two on the Czech side and three on the Slovak side.

Table 6. Budget of projects with medium priority

No.	Project name	Budget	Finance resources
Road transport projects			
6	Project D3 Žilina, Brodno – Kysucké Nové Mesto	344 milion EUR	N/A
7	Project D3 Kysucké Nové Mesto – Oščadnica	220 milion EUR	N/A
8	Project D3 Oščadnica – Čadca Bukov 2. profile	60 milion EUR	N/A
9	Project D48 Frýdek-Místek, bypass	Total investment costs I. stage: 2 169 232 817 CZK (80 796 812 EUR) (without VAT) - price according to the contract) Stage II: 1 770 000 000 CZK (65 926 698 EUR) (without VAT)	It is expected to co-finance from EU resources under the Operational Program Transport 2014-2020. amount of subsidy: max 85% of the total eligible costs.
10	I/68 Třanovice - Nebory	CZK 2,145 billion (79 894 219 EUR) excluding VAT	It is expected to co-finance from EU resources under the Operational Program Transport 2021 - 2027.

Investment value

- The total amount of investment costs for high priority projects in the Czech Republic is set at more than 6 084 232 817 CZK (226 617 730 EUR). These costs consist of investments in the development of the road network.
- The total amount of investment costs for high priority projects in the Slovakia is set at more than 624 mil. EUR. These costs consist of investments in the development of the road network (motorway D3).

Sources of funding

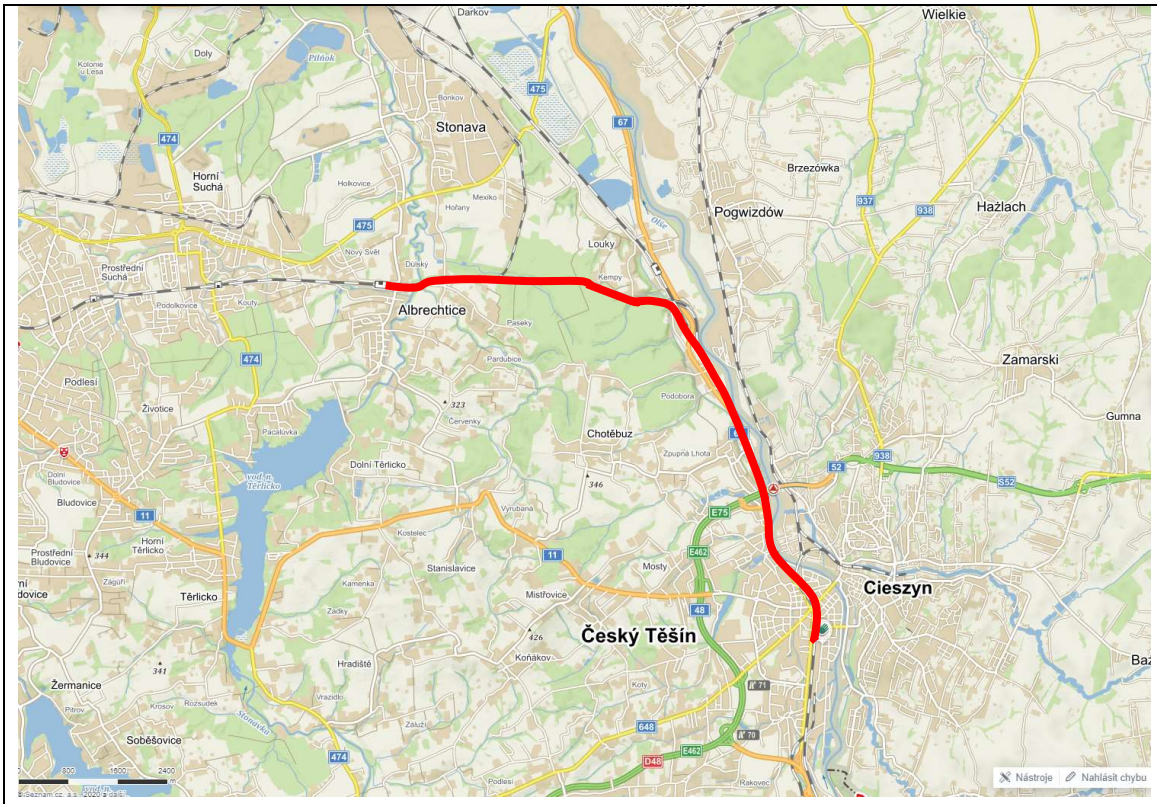
- Financing in the territory of the Czech Republic is expected in the form of co-financing from EU resources under the Operational Program Transport 2021-2027. The amount of the subsidy is estimated at a maximum of 85% of the total eligible costs.
- By the implementation of projects D3 Žilina, Brodno – Kysucké Nové Mesto – Oščadnica – Čadca, Bukov will be build missing 26 km motorway and connected the coherent 4 lane motorway from Žilina to Čadca as part of the multimodal TEN-T corridor (Baltic-Adriatic, Rhine-Danube).
- 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 projects - description

The 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

Czech Republic	Slovakia
Project name	
No. 3 ETCS Mosty u Jablunkova – Dětmarovice	No. 1 Project Node Žilina
No. 5 Optimalization of the railway line section Český Těšín (outside) - Albrechtice u Českého Těšína (inclusive)	No. 2 Project Krásno nad Kysucou – Čadca (border)
Main goal	
Equipment of line 301A in the section Mosty u Jablunkova - Dětmarovice with the ETCS system - a unified pan-European security system, which will ensure higher safety of operation on European railways and enable smooth crossing of the railway between individual states. It will remove obsolete and inconsistent systems in individual states. Allows you to increase the speed to 160 km/h.	Modernization of infrastructure with elimination of speed bumps in Railway station Žilina. The catennary will be modernized with preparation for transition from AC to DC and its implementation on section Púchov – Žilina.
Increasing the speed on the 301 D line in the given section from 80 km/h to 100-145 km/h and thus increasing the throughput.	Modernization of infrastructure with elimination of speed bumps. The catennary will be modernized with preparation for transition from AC to DC in lated date afther modernization of whole line Liptovský Mikuláš (Poprad) - Žilina.
Main topic and result	
Full coverage of the ETCS track section.	Line category – TEN-T core Line class – D4 on wholde section Line maximum speed – Up to 160 km/h
line category: whole track in the TEN-T network length: 10,589 km projected speed: 100-140 km/h axle load: (25 t / axle for line category D4)	Line category – TEN-T core Line class – D4 on wholde section Line maximum speed – Up to 160 km/h (dependint on section)
Maps	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Dolní Těrlicko
Bludovice
Horní Těrlicko
Těrlicko
Stanislavice
Mosty
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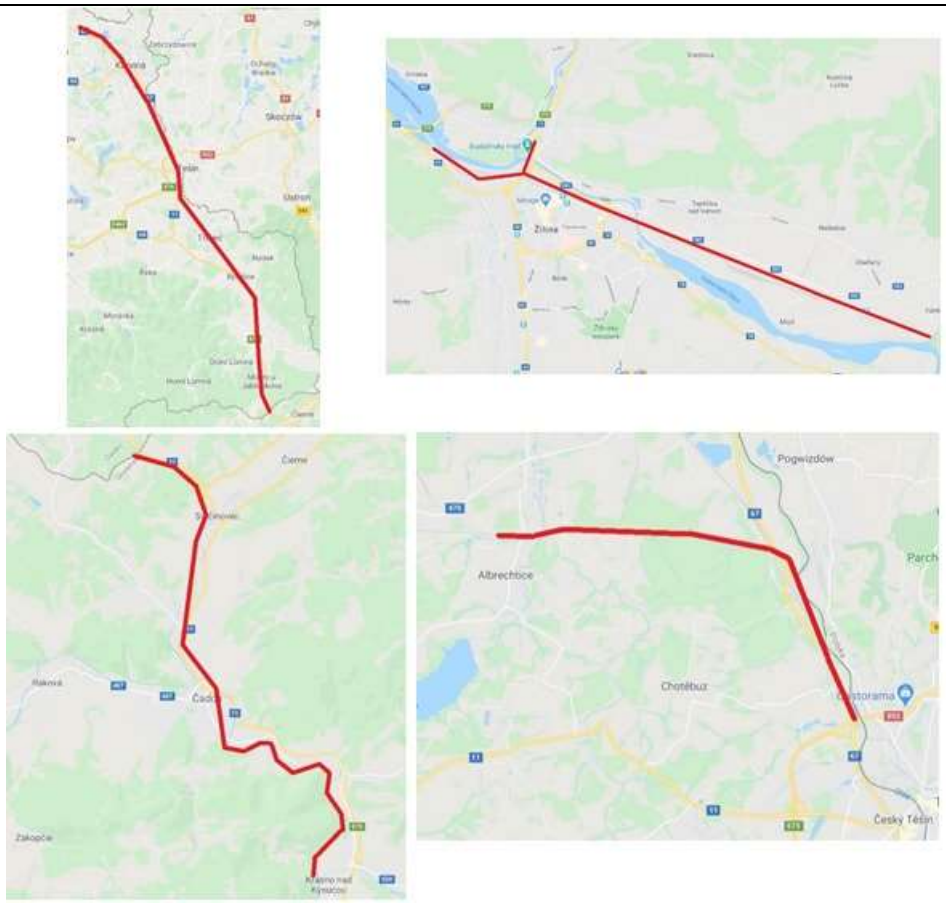
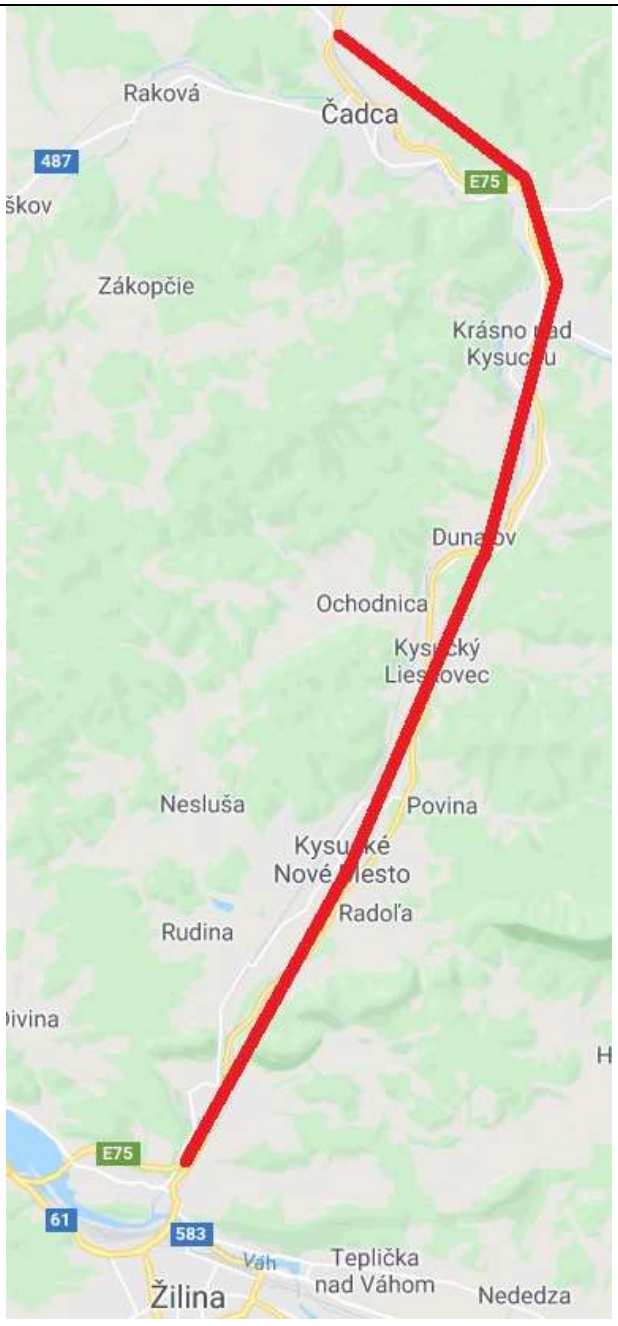


Czech Republic	Slovakia
Project name	
I/68 Třanovice - Nebory	Project D3 Žilina, Brodno – Kysucké Nové Mesto Project D3 Kysucké Nové Mesto – Oščadnica Project D3 Oščadnica – Čadca Bukov 2. profile
Main goal	
The last part of the Třinec bypass (it connects to the previously put into operation part of the road I/11 in the section Nebory - Oldřichovice - Bystřice).	A part of South - North D3 expressway Žilina – Čadca – national border SK/CZ
Main topic and result	
Road category S 24.5 / 100	D3 motorway
Maps	



Other necessery and supportive projects:
No. 9 Project D48 Frýdek-Místek, bypass

5. SETTING THE ACTION GROUP

5.1. Projects with high priority

The table 8 presents the owners and major investors of projects that have high priority.

Table 8. Major investors in the projects with high priority

No.	Project name	Project owners (responsible for the project)
Railway transport projects		
1	Project Node Žilina	Železnice Slovenskej republiky
2	Project Krásno nad Kysucou – Čadca (border)	Železnice Slovenskej republiky
3	ETCS Mosty u Jablunkova - Dětmarovice	Správa železnic, s.o. (railway infrastructure manager)
4	Reconstruction of infrastructure of selected railway stations on RFC 5 (extension of trucks for freight trains 740 m long)	Správa železnic, s.o. (railway infrastructure manager)
5	Optimalization of the railway line section Český Těšín (outside) - Albrechtice u Českého Těšína (inclusive)	Správa železnic, s.o. (railway infrastructure manager)
The special railway projects eliminating or reducing bottlenecks		
11	Information technologies of railway infrastructure managers and unification of dispatching management	Správa železnic, s.o. (railway infrastructure manager) Železnice Slovenskej republiky (railway infrastructure manager)

The main owners of high priority projects are:

- Správa železnic, s.o. (railway infrastructure manager)
- Železnice Slovenskej republiky (Railways of the Slovak Republic), Bratislava, 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.

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 priority

No.	Project name	Project owners (responsible for the project)
Road transport projects		

6	Project D3 Žilina, Brodno – Kysucké Nové Mesto	Národná diaľničná spoločnosť
7	Project D3 Kysucké Nové Mesto – Oščadnica	Národná diaľničná spoločnosť
8	Project D3 Oščadnica – Čadca Bukov 2. profile	Národná diaľničná spoločnosť
9	Project D48 Frýdek-Místek, bypass	Ředitelství silnic a dálnic (road infrastructure manager)
10	I/68 Třanovice - Nebory	Ředitelství silnic a dálnic (road infrastructure manager)

The main owners of high priority projects are:

- Ředitelství silnic a dálnic (road infrastructure manager)
- 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.

There are countries stakeholders.

6. ACTION STEPS / TIMETABLE

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 transhipment 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 taimetable of projects with medium priority. Figure 2 shows the road map of infrastructure projects on the Czech-Slovak border.

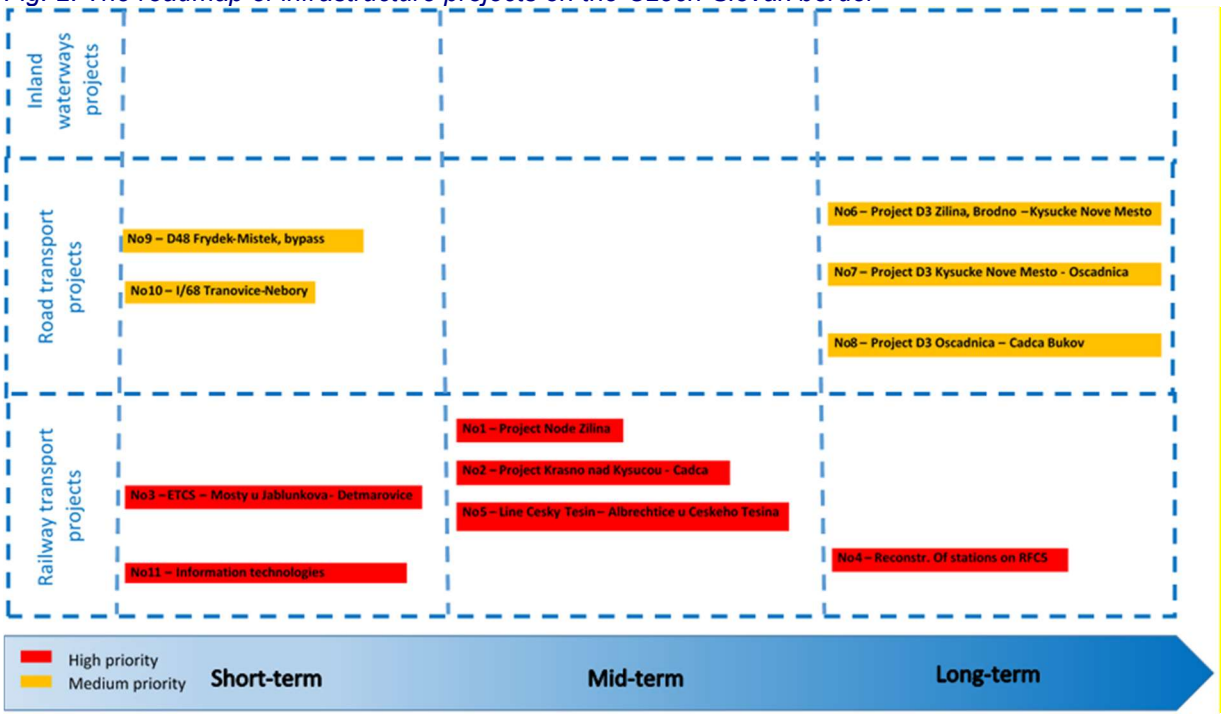
Table 10. Timetable - projects with high priority

No.	Project name	Time	Term
Railway transport projects			
1	Project Node Žilina	2021 - 2024	Mid-term
2	Project Krásno nad Kysucou – Čadca (border)	2022 - 2025	Mid-term
3	ETCS Mosty u Jablunkova - Dětmarovice	4/2021 - 10/2022	Short term
4	Reconstruction of infrastructure of selected railway stations on RFC 5 (extension of trucks for freight trains 740 m long)	2021 - 2027	Long term
5	Optimalization of the railway line section Český Těšín (outside) - Albrechtice u Českého Těšína (inclusive)	2023 - 2025	Mid-term
The special railway projects eliminating or reducing bottlenecks			
11	Information technologies of railway infrastructure managers and unification of dispatching management	2022	Short-term

Table 11. Timetable - projects with medium priority

No.	Project name	Time	
Road transport projects			
6	Project D3 Žilina, Brodno – Kysucké Nové Mesto	2027	Long term
7	Project D3 Kysucké Nové Mesto – Oščadnica	2030	Long term
8	Project D3 Oščadnica – Čadca Bukov 2. profile	2027	Long term
9	Project D48 Frýdek-Místek, bypass	09/2019 – 07/ 2022	Short term
10	I/68 Třanovice - Nebory	2019 - 2022	Short term

Fig. 2. The roadmap of infrastructure projects on the Czech-Slovak border



In terms of modes of transport, in the SK-CZ cross-border area, 6 projects were indicated in the field of rail transport, and in the field of road projects, 5 projects were indicated, which gives a total of 11 projects. 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), 3 projects were planned, while in the long term (until 2030), 4 projects were planned. When prioritizing the projects, the team of experts concluded that:

- all of the railway projects have a high priority,
- no high priority projects were identified among road projects.

7. MONITORING

7.1. Monitoring and evaluation – main assuptions

Monitoring of outputs means to observe whether intended products are delivered and whether the 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 TRITA. 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 .:

- National Highway Company,
- Ředitelství silnic a dálnic ČR (Directorate of Roads and Motorways (CZ),
- Správa železnic (Railway Administration, s.o. (CZ)
- Železnice Slovenskej republiky (Railways of Slovak Republic),
- Národná diaľničná spoločnosť, a.s. (National Motorway Company, JSC.).

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:

- Europan level: team of the European Commissioner for Transport and the UIRR (Union internationale des sociétes de transport combiné Rail-Route) and Visegrad Group;
- Country-level: Ministry of Transport (Cz), 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: Moravian – Silesian Region (CZ), 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 multi-modal 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:

- ŽESNAD -Sdružení železničních nákladních dopravců České republiky (Association of Railway Freight Carriers of the Czech Republic);
- ČESTAND – České sdružení těžkých a nadrozměrných dopravců (Association represents Czech heavy and oversize transporters).
- 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