



# REGIONAL ACTION PLAN

## LIBEREC REGION - LOWER SILESIA

For improving cross-border passenger rail  
transport Liberec Region - Lower Silesia  
D.T2.1.2

Final  
11 2018





The Trans-Borders project is to make a significant contribution to further development of German-Polish-Czech cooperation in the field of rail passenger transport. In recent years, quantitative, temporal and quality improvement has been noted between Lower Silesia and the Liberec Region, but this process requires continuation as public transport is still not fully competitive with, for example, individual means of transport. Targeted measures within the cross-border project will allow the process that has already started to continue.

The development and implementation of a regional action plan aimed at connecting the cross-border region between Lower Silesia and the Liberec Region will contribute to connecting this area with the nearest TEN-T hubs in Wrocław and Praha and will improve not only its communication accessibility but also its attractiveness. The implementation of the regional action plan will support the strategy for sustainable cross-border passenger transport and will correspond to the proposed measures and actions.







# MOTIVATION

## Linking the peripheral area of Borderland CZ/D/PL to the TEN-T node

The neighbouring regions of Lower Silesia and the Liberec Region are located between two corridors of the European railway traffic core network, namely the Orient/East-Med Corridor and the Baltic-Adriatic corridor. For the development of both regions, it is necessary to improve access to the corridors and their respective hubs in Wrocław, Praha and Dresden and between them. This contributes not only to the improvement of the quality of life of the population, but also provides access to educational and cultural centres as well as to labour market in neighbouring regions.

Nowadays for long distance travelling is better to avoid The CZ/D/PL Borderland even though one likes spend time in slow trains and on necessary train changing. This unsatisfactory stand of rail infrastructure influent the slow traveling in the Borderland CZ/D/PL it selves.

## Wrocław - Zgorzelec/Görlitz - Dresden

In the Lower Silesian part of the region covered by the Trans-Borders project, the main railway communication routes leading to Wrocław are already modernized or are at a very advanced stage of modernization (most sections have already undergone modernization). Reconstruction of the railway line from Wrocław through Legnica, Bolesławiec, Węgliniec to Zgorzelec was completed in 2015, and the infrastructure itself is noted for high capacity and availability. In the years 2018-2019, as part of one of the key projects connecting Lower Silesia and Saxony, a section from Węgliniec to Zgorzelec (approx. 25 km long) will be electrified. Electrification of the Zgorzelec-Görlitz border section and the line to Dresden (in not-too-distant future) remains an issue. Because both regions cooperate closely and the matter of electrification of the Zgorzelec-Görlitz border crossing point is raised at government level of both countries, chances are this issue will be successfully settled soon. Compatibility of these measures may help turn the Görlitz station into a cross-border interchange not only for rail connections from Saxony but also from western part of Lower Silesia. Completion of electrification of the entire Wrocław-Dresden corridor may also contribute to the opening of this communication route to international connections, e.g. from central or south-eastern Poland.



## Liberec - Zgorzelec/Görlitz

There is still missing attractive connection of TEN-T node Zgorzelec/Görlitz with Liberec. Prolonging the rail track Liberec - Černousy/Zawidów to Zgorzelec would offer the link for regional passenger from Frýdlant region or Zawidów and Sulików to Zgorzelec/Görlitz and further to Wrocław, Dresden or Berlin and on the Polish side there would bring smoother connection to Liberec and further to Praha.

Quick rail connection Liberec - Dresden is hanging on the reconstruction of the peage passage from Hrádek nad Nisou to Zittau via Porajów.

## Wrocław - Jelenia Góra - (Karkonosze/Krkonoše) - Liberec

Because of geographical conditions (Lower Silesia is separated from the Liberec Region by the Karkonosze Mountain range) and historical routes (especially railways), the interconnection of both regions cannot be called attractive. Despite relatively short linear distance between Jelenia Góra and Liberec, current rail transport is highly uncompetitive (it is more a tourist attraction). Both regions are motivated to start up a traffic route advantageously connecting the Liberec Region and Lower Silesia (with junction points in Prague and Wrocław).



Background picture: [www.wyprawownik.wordpress.com](http://www.wyprawownik.wordpress.com)

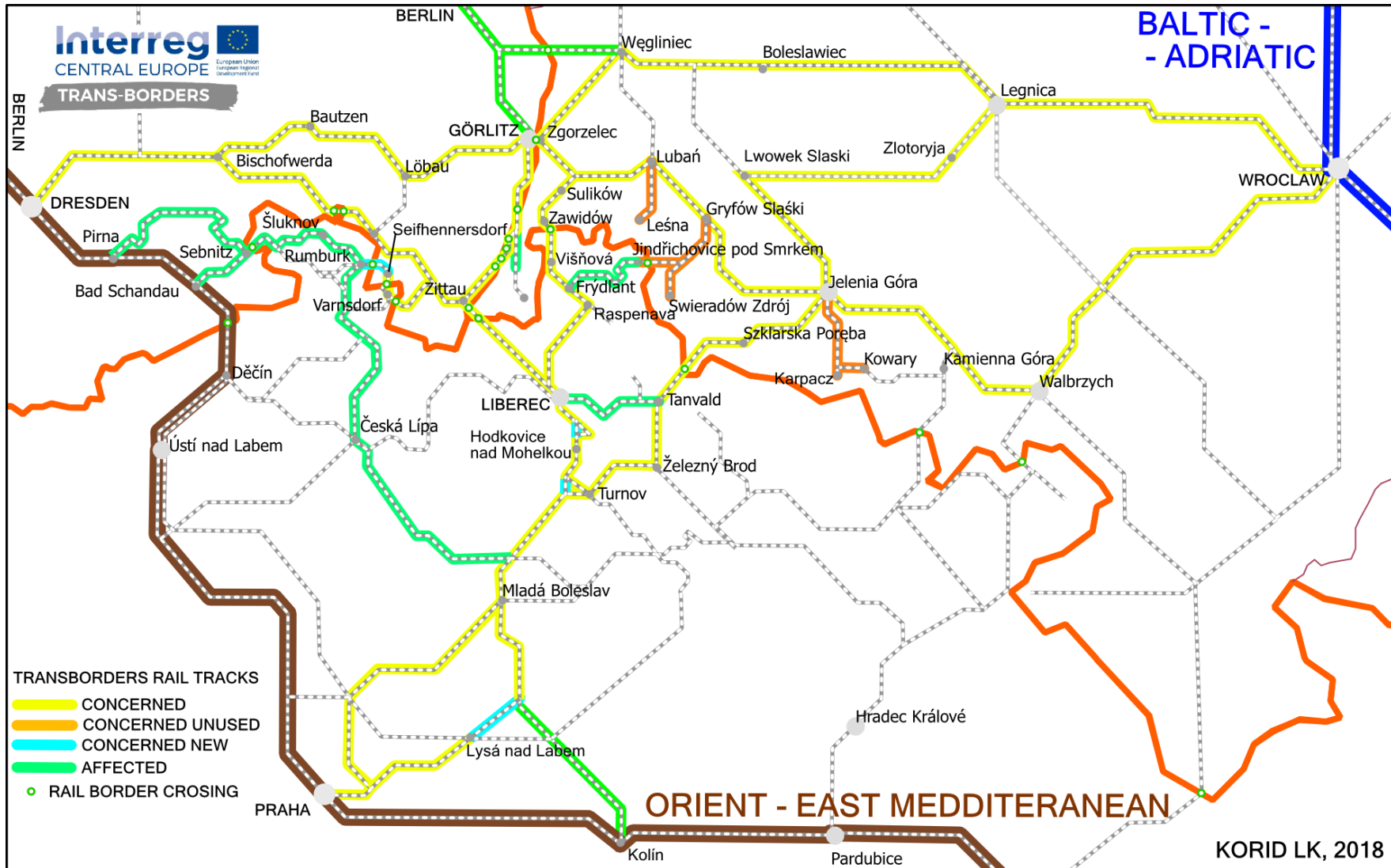


## Jelenia Góra - Zgorzelec/Görlitz

Another problem that also requires intensive involvement and decisive actions is the revitalization of the remaining railway infrastructure leading to the main transport corridor E-30 that connects transport hubs in Wrocław and Dresden. Technical condition of rail infrastructure and the standard of passenger facilities leave much to be desired. Take rail connection between Jelenia Góra and Zgorzelec as an example: its constantly deteriorating technical condition makes it difficult to prepare an attractive transport service offer, both quantitative (in terms of the number of connections) and qualitative (travel time, schedules).

In order for this border area to develop, it is important to return former railway lines to operation, especially those leading to towns and cities interesting from a tourist's point of view, like the lines between Gryfów Śląski and Świeradów-Zdrój and Jelenia Góra, Karpacz and Kowary. Their renovation will serve not only the efficient and economic tourist transport but will also provide people employed in the tourism sector in these towns with additional means of communication. Counteracting the existence of areas of transport-related exclusion may contribute to social and economic activation of border areas and create attractive conditions for cross-border cooperation between neighbours in many areas.







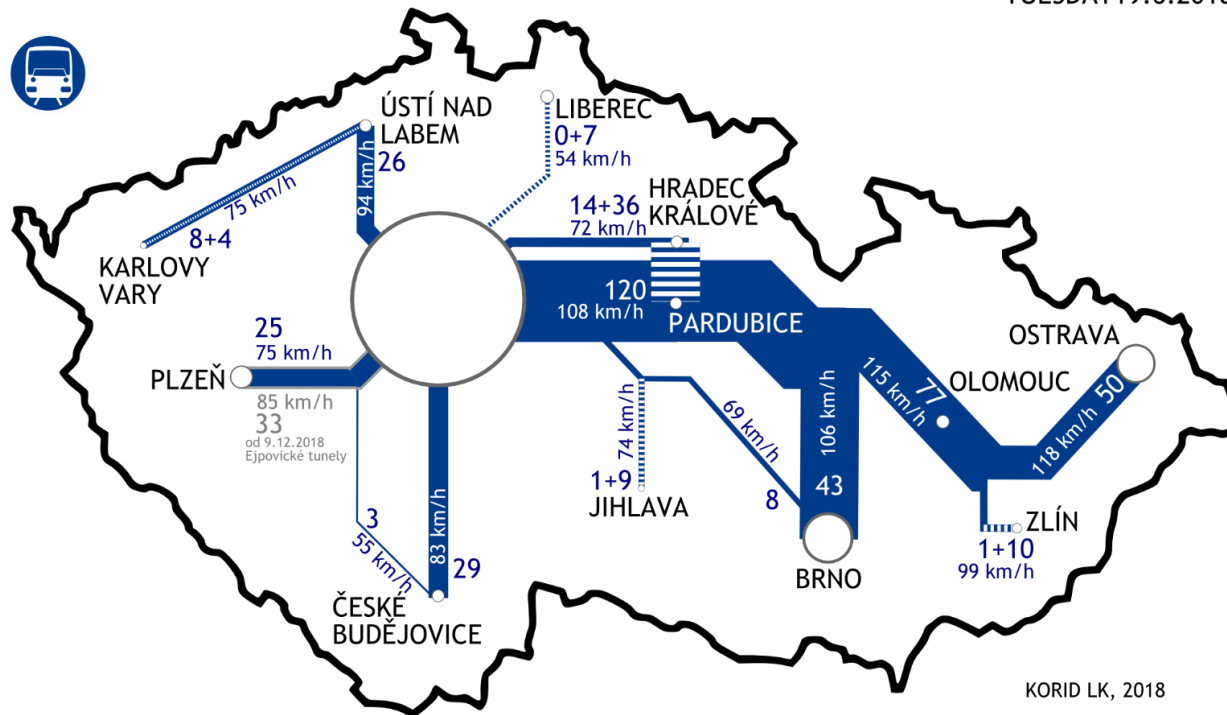


# STARTING POSITION IN THE LIBEREC REGION

Liberec region has its dense rail network build in the end of 19<sup>th</sup> century and beginning of 20<sup>th</sup> century with only little changes in tracking since now.

## NUMBER OF TRAIN CONNECTIONS FROM CZECH REGIONAL CENTER TO PRAHA

TUESDAY 19.6.2018



This is similar to neighboring Sachsen and Dolny Slask.

Due to the mountain ridge of Ještěd and recent leading the track zik zak trough it is the rail connection Liberec - Turnov (26 km by car on highway) extremely long (38 km by train). Because of this unattractive connection even the connection from Turnov to Praha leading in the flatland is poor.

The number of workdays train connection between Liberec and Praha is the lowest (either with changing the trains) comparing to the connections other regional center in Czech. Paradoxically Liberec is one of the closest to Prague out of the czech regional center and the total traffic flow Liberec - Praha (incl. cars etc.) belong to the highest.

Poor number of rail connection is due to position of Liberec on peripheral area of three states where there are any aim from all CZ, D and PL Government for cross-border connection.

Liberec - Tanvald (- Szklarska Poręba). This track undergone the reconstruction in 2015 and the avarange speed is still only 35 km per hour.

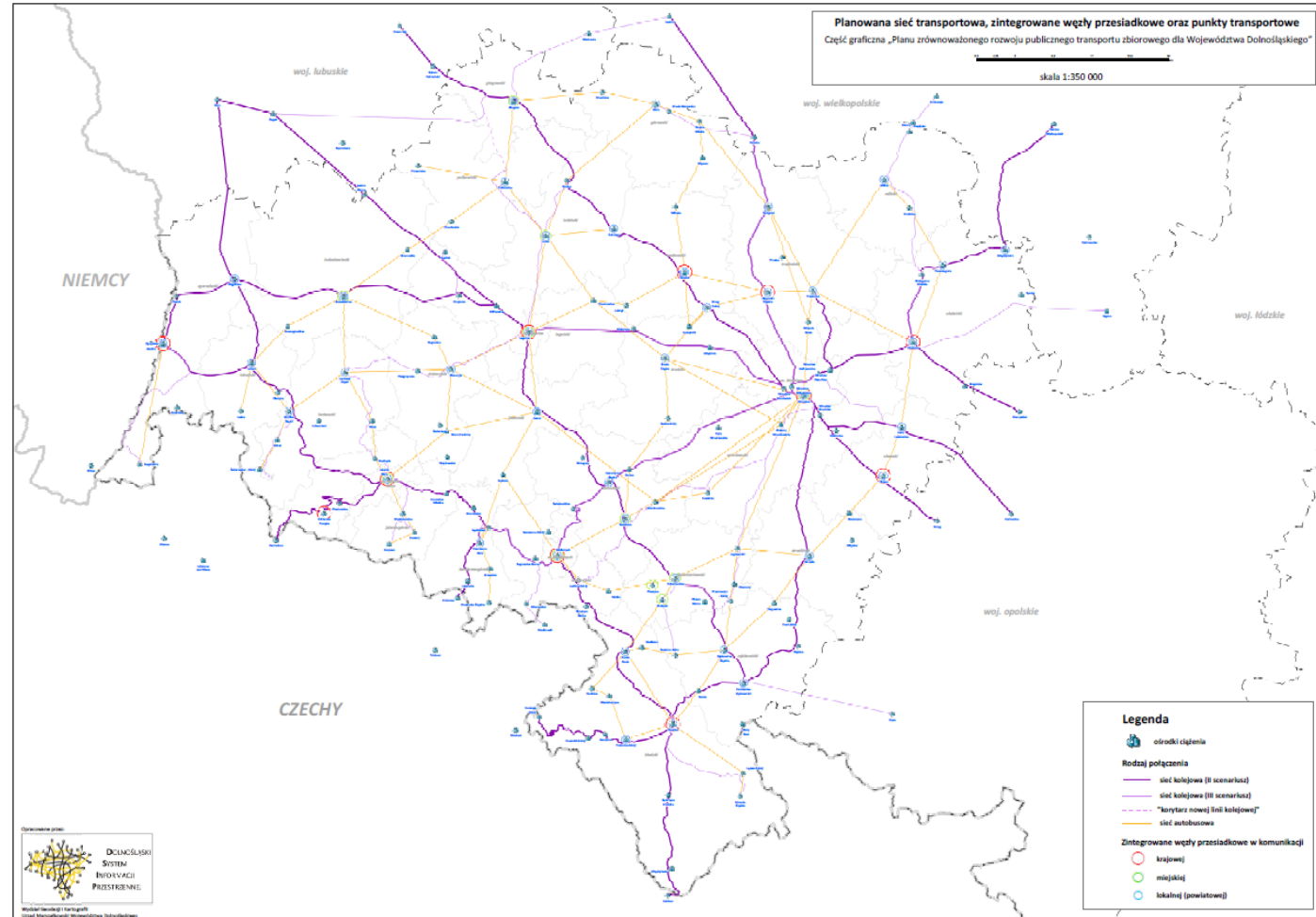


# STARTING POSITION IN LOWER SILESIA

The “Plan for Sustainable Development of Public Transport for the Province of Lower Silesia” is a document of overriding importance to the planning of communication network in Lower Silesia. This study covers the long-term perspective of the development of communication network not only within the Province but also in the borderland between neighbouring provinces and countries. Figure 1 shows current and planned transport network.

Figure 1. Planned transport network in Lower Silesia

The above figure shows that communication network in Lower Silesia is and will be shaped around Wrocław, which results not only from infrastructural conditions, but also from economic and social significance of the city as a natural traffic generator. However, what really matters to the cohesion of the network as a whole, are







local lines connecting main transport routes with each other and also short lines leading to tourist resorts or towns of economic significance that face infrastructural problems due to their geographical location (i.e. away from the most important transport corridors).

National experience of recent years shows that rail transport can be an attractive alternative, more and more willingly chosen by residents. Hence, the improvement in technical condition of transport infrastructure, both road and rail, is a serious issue requiring decisive actions. In order for these goals to be achieved, the entire rail infrastructure should undergo modernization, meaning both main and local railway lines, often located peripherally. The revitalization of typically regional lines may reduce transport-related social exclusion and contribute to social and economic activation of various areas of the region.

The cross-border area between the Province of Lower Silesia and the partners in the Trans-Borders project is connected with Wrocław through two main communication routes:

- Wrocław - Legnica - Bolesławiec - Zgorzelec - (Görlitz - Dresden),
- Wrocław - Wałbrzych - Jelenia Góra.

Technical condition of the line leading to the border crossing with Saxony in Görlitz is very good. The line was modernized until 2015 and has high capacity and increased availability. In the years 2018-2019, as part of one of the key projects connecting Lower Silesia and Saxony, a section from Węglińiec to Zgorzelec (approx. 25 km long) will be electrified. Electrification of the Zgorzelec-Görlitz border section and the line to Dresden (in not-too-distant future) remains an issue. Because both regions cooperate closely and the matter of electrification of the Zgorzelec-Görlitz border crossing point is raised at government level of both countries, chances are this issue will be successfully settled soon. Compatibility of these measures may help turn the Görlitz station into a cross-border interchange not only for rail connections from Saxony but also from western part of Lower Silesia.

The line from Wrocław through Wałbrzych to Jelenia Góra is currently being revitalized. Many sections, especially between Wałbrzych and Jelenia Góra, are already undergoing renovation. As a result, travel time of a regional train has shortened from over 3 hours 30 minutes to 2 hours 10 minutes. Currently, the most intensive works are carried out in the Wałbrzych area, causing capacity constraints and difficulties in preparing a transport offer tailored to passengers' needs and expectations. The project is to be completed within the next 3-4 years.

On the other hand, technical condition of local railway lines from Jelenia Góra to Zgorzelec and from Jelenia Góra to Piechowice is highly unsatisfactory. Thanks to the efforts made by local government of the Province of Lower Silesia, a section of the line from Piechowice to Szklarska Poręba Górna was revitalized (as part of the Regional Operational Programme of the Province of Lower Silesian for the years 2007-2013). This segment together with recently renovated section leading to the Jakuszyce - Harrachov border crossing connects Lower Silesia with the Liberec Region. In the



current perspective, another project aimed at improving technical condition of the infrastructure in the cross-border area is to be carried out under the Regional Operational Programme of the Province of Lower Silesia for the years 2014-2020. This project involves the revitalization and electrification of the Lubań Śląski - Zgorzelec section and will have a significant impact on the quality and functionality of the infrastructure in the borderland between Lower Silesia and Saxony.

Many lines with significant passenger potential require repair, including the sections mentioned below, as their current technical condition makes any kind of transport activity impossible:

- Jelenia Góra - Lwówek Śląski - Legnica,
- Gryfów Śląski - Świeradów-Zdrój,
- Jelenia Góra - Karpacz/Kowary,
- Zgorzelec - Bogatynia.

The funds that were made available are not sufficient to perform the most important tasks from the point of view of local and cross-border needs. If the state authorities are not involved in regional projects, the process of improving technical condition of railway infrastructure will take years with completion date difficult to determine.



# JOIN ACTIONS TO BE TAKEN IN THE LIBEREC REGION/LOWER SILESIA

## Goal

The common goal is to develop a rail service between the Liberec Region and Lower Silesia, which would be an attractive alternative to intra-regional, cross-border and inter-regional travels. In order to create base conditions, it is necessary to arouse interest of various groups and stakeholders that make decisions and may affect the pace of their implementation. Priority actions should be:

- Preparation for improving the rail connection Liberec with Praha, Jelenia Góra and Wrocław by a railway line of high operational parameters.
- Developing solutions for financing cross-border passenger rail transport to reduce costs and make the public transport service more stable.
- Exchanging contacts and establishing cooperation between institutions in the Liberec Region and the Province of Lower Silesia in negotiating the transport offer.
- In preparation is the Memorandum of Borderlands CZ/D/PL stakeholders (Lower Silesia region, Liberec region, Saxony, Municipalities in the region) including the stakeholders on the improved rail tracks (City of Mladá Boleslav, City of Jelenia Góra and City of Wałbrzych) for common lobbying for improving rail connection of the region. This could be a basis of EGTC join platform of CZ/D/PL stakeholders.
- For improving the accessibility of the train stations there is the need of building the barrier free access from bus station platforms, P+R and B+R places. Pilot project of such transport hub will be taken in Boleslawiec. Minor project will be prepared in Višňová, Frýdlant and Raspenava by supporting work on the needed documents and permissions.
- Evaluating the potential of rehabilitation the rail connections Gryfów Śląski - Mirsk - Swieradów Zdrój/Jindřichovice pod Smrkem (CZ) and Jelenia Góra - Karpacz/Kowary - Kamienna Góra with the link to Trutnov (CZ) via Lubawka. This regional connection could bring another opening of the state border.
- Finding the legal solution for join tendering and financing the crossborder bus lines.





## Performance

Actions to be carried out as part of the Trans-Borders project will include:

- indicating infrastructural problems and persuading authorities to solve them their solution at the decision-making level,
- cooperation between ministries for infrastructure and transport,
- cooperation between the Hetman of the Liberec Region and the Marshal of the Province of Lower Silesia,
- indicating problems and expectations related to rail passenger transport at technical level (PKP Polskie Linie Kolejowe SA, Správa železniční dopravní cesty),
- asking railway carriers (Koleje Dolnośląskie SA, České Dráhy as) to join the project,
- developing long-term concepts, plans and offers regarding transport network and transport services,
- developing sustainable solutions in the area of managing (controlling) and financing cross-border passenger rail transport,
- cooperation with tourist organizations and chambers of commerce,
- join project of touristic bus line Zittau - Bogatynia - Frýdlant - Nové Město pod Smrkem - Swieradów Zdrój.



Promotional ride Liberec - Zawidów - Zgorzelec - Görlitz - Zittau - Liberec to advertise the progress of TRANS-BORDERS project.



# Actions to be taken in Lower Silesia

## Goal

The most urgent tasks requiring decisive actions to be taken in the Province of Lower Silesia include primarily the improvement of (i) technical condition of local railway lines leading to border crossings and (ii) accessibility of border area, which will affect its tourist and economic attractiveness. These actions will help prepare a transport offer that is beneficial for passengers and tailored to their needs both in terms of quantity (the number of connections) and quality (competitive travel time, favourable schedules).

The Liberec - Szklarska Poręba railway connection, which is an example of cooperation between Liberec region and Lower Silesia, requires intensive work and consultations about its organization and financing. Current problems, such as instable amount, require arrangements as to the future organizational model of connections.

## Performance

- ongoing monitoring of progress of infrastructure projects and applying to the ministry of transport and the PKP Polskie Linie Kolejowe SA railway infrastructure manager for securing own funds or funds from other programmes to carry out necessary work aimed at improving the capacity and availability of local lines in border area:
  - executing the project within the Regional Operational Programme of the Province of Lower Silesia for the years 2014-2020 regarding revitalization of railway line from Lubań Śląski to Zgorzelec together with its electrification (stage I) and related railway Studniska - Zawidów - PL/CZ
  - seeking funds ,from PKP PLK SA infrastructure manager to carry out revitalization works in the section from Jelenia Góra to Lubań Śląski,
  - obtaining funds for revitalization works in the section Gryfów Śląski - Świeradów Zdrój and Jelenia Góra - Karpacz/Kowary railway lines,
  - soliciting for funds from PKP PLK SA infrastructure manager to carry out revitalization works in the section from Jelenia Góra to Piechowice (under the Regional Operational Programme of the Province of Lower Silesia for the years 2014-2020 and the Integrated Territorial Investments



- of Jelenia Góra Agglomeration, passenger infrastructure will be renovated and new stops will be built to improve the accessibility and attractiveness of the line),
- obtaining funds under the next financial perspective of the European Union to carry out revitalization works on the way from Jelenia Góra via Lwówek Śląski and Złotoryja to Legnica, which constitutes an integration axis between the E30 transport corridor connecting Wrocław and Dresden with the Wrocław - Wałbrzych - Jelenia Góra - Szklarska Poręba Górna, and thus connecting the Province of Lower Silesia with the Liberec Region,
  - Elaborating the project documentation and processing the administrative for improving the infrastructure connecting the train station in Bolesławiec to the city and regional buses, P+R and B+R places.
- reaching an agreement between the Marshal Office of the Province of Lower Silesia and the Transport Federation of Upper Lusatia and Lower Silesia (ZVON) on the future model of communication services provided to Wrocław and Dresden and the operation of the Görlitz station as a cross-border junction point:
- reducing costs of rail connection by, for example, giving up the lease of vehicles authorized for traffic within both the BD Netz and PKP PLK railway network,
  - introducing organizational changes allowing Lower Silesian railway authorities to involve rolling stock that has more storage capacity in order to limit overcrowding on trains in currently operated direct connections,
  - using modern electric rolling stock of Koleje Dolnośląskie SA within the modernized section of the line between Wrocław and Zgorzelec (the remaining 25-km long section from Węgliniec to Zgorzelec is to be electrified in the years 2018-2019) in order to fully use technical parameters of the infrastructure (the maximum speed is 160 km/h);
  - improving attractiveness of connections (e.g. by shortening the travel time),
  - improving schedule at the Görlitz station to accommodate trains either from Wrocław, Jelenia Góra and Liberec via Zawidów.



# Actions to be taken in the Liberec Region

## Goal

There is need of persuading the representatives of SŽDC and Czech Ministry of Transport on both political and expert level of crucial underestimation the rail infrastructure connecting Liberecký kraj with Center of Czech Republic.

In the meantime they are planned investment to the rail tracks in other part of Czech, they have been already improved, or they already have rail connection with Central Czech region which could suit their needs.

In Czech Republic there are planned investement only to the track, mentioned in TEN-T networks as main corridors or at least as main connection of this corridor. The rail track connecting Liberec with Central Czech Republic and node in Dresden, Görlitz/Zgorzelec and Wrocław need to be added to the rail TEN-T network to uphold future investement to modernization of this certain rail connection:

- Praha - Mladá Boleslav - Liberec - Zawidów - Zgorzelec - Görlitz
- Praha - Mladá Boleslav - Liberec - Jelenia Góra - Wrocław (HSR)
- Turnov - Tanvald - Jelenia Góra





## Performance

Necessary hard data for the lobbying for the improvement of concerned rail tracks will be given by elaborating following progress:

- Study of opportunities for the rail connections through Liberec region in the direction south-north.
- Traffic model of Euroregion NISA with the focus on south - north direction.
- Technical study of appropriate improvement of the rail infrastructure in Euroregion NISA focused on South-North direction.

In general the aim is to increase traveling speed between Praha and Liberec up to 160 km/h and higher in certain parts and open the mental way to 250 km/h track at least.

New path for the track between Liberec and Praha leading by the highway, or at least new track on certain weak points of current tracks.

Processing the Memorandum CZ/D/PL for establishing the EGTC platform.

Elaborating the project documentation and processing the administrative for improving the infrastructure connecting the train station in Višňová, Frýdlant and Raspenava to the regional buses, P+R and B+R places.