

# D.T1.4.2 - PRIORITY LIST OF ACTIONS & COST ESTIMATION

## CETC-EGTC (PP7)

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Report

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### 1) Introduction

West Pomerania, with a relatively well-developed railway network, ensuring connections with the rest of the country and Europe, is characterized by a generally unsatisfactory technical condition of railway lines and railway infrastructure facilities.

The TEN-T core network in the West Pomerania includes lines No. 401 and 351 - components of the Baltic-Adriatic Corridor, forming the Świnoujście - Szczecin - Poznań route. The network is complemented by the railway lines included in the TEN-T Comprehensive Network. It is line no. 273 Wrocław - Zielona Góra - Szczecin (the so-called "Nadodrżanka") and lines no. 408 and 409 Szczecin Główny - Szczecin Gumieńce - the border of the Republic of Poland, providing connection between West Pomerania and Brandenburg, Berlin and the rest of the German railway network.

The popularity of railway cargo transport has significantly decreased over the last years, and despite the access to loading infrastructure, in most of the cases the railway is not competitive against cheaper and faster road transport. The technical condition of some of the lines does not allow for the handling of heavy freight trains with an axle load of more than 19 tons, despite the fact that their transport potential is characterized by considerable reserves. Further analyses indicated issues with insufficient capacity and inadequate technical standard of the existing railway network. In the Westpomeranian Region it mostly concerns, above mentioned TEN-T' railway line No. 401/E59. The lack of overhead line on one of the tracks on the Świnoujście Przytór - Świnoujście Port section results in severe capacity constraints. It is especially important for cargo transport in the holiday season, when this section experiences higher traffic volumes of long-distance passenger trains.

Another barrier to the development of rail freight transport is insufficient development of the track layout in the vicinity of Szczecin port. Currently, the railway access to a large area of the port is based upon the spur of the siding running across the bridge over the Gdańska street, which is characterised by insufficient parameters. The construction of an additional bridge would allow for increasing the capacity of the connection and would create an alternative ensuring the handling capability in case of renovation or malfunction.

Surprisingly, stakeholder do not list the poor condition of line infrastructure among the reasons for lack of competitiveness of the railway, rather pointing at insufficient density of unloading sidings which would allow for shipping the product to the geographically dispersed market, and the necessity of forming block trains which is not in accordance with the implemented business strategy. It means that to encourage railway transport, there is a need for both projects improving the parameters of railway lines and investments in increasing density of unloading points (including restoration of former sidings) and changes in the transport offer of the operators. Local authority may thus function as a mediator facilitating cooperation between

cargo consignors and operators and infrastructure managers, supporting establishment of e.g. scheduled intermodal connections most important logistic centres in the country or creation of new sidings.

## 2) Priority list of actions

The priority list is based on the findings obtained in the studies carried out in the previous activities of WP.T1., desk research and bilateral meeting with representatives of the Westpomeranian Region and Szczecin and Swinoujście Seaports Authority.

Action	Priority area	Challenges/ results, impact of action	Priority level	Area/level	Timeframe (start of action)	Estimated costs	Potential indicators to measure the success of the action	Responsible entity
Construction of the Szczecin Podjuchy Most - Dziwoklęcz link	Transport infrastructure	improvement of the capacity, shortening the transit time, relieving the load	H	Poland, West Pomerania	2027	n.a	Operational readiness of the new railway connection new railway connection	PKP Polskie Linie Kolejowe S.A. - the Polish railway infrastructure manager
Reconstruction of the railway line No. 411 on the Stargard - Pyrzyce section	Transport infrastructure	enabling the implementation of rail shipments by nearby plants, enabling the handling of loose materials, creating a new transport corridor Kostrzyn - Myślibórz - Stargard	H	Poland, West Pomerania	2027	n.a.	Operational readiness of the new railway connection lino No 411	PKP Polskie Linie Kolejowe S.A. - the Polish railway infrastructure manager, Westpomeranian Region
Reconstruction of the railway line No. 422 on the Pyrzyce - Głazów section and the railway line No. 410 on the Barnówko - Myślibórz - Głazów section	Transport infrastructure	enabling the implementation of rail shipments by nearby plants, enabling the handling of loose materials, creating a new transport corridor Kostrzyn - Myślibórz - Stargard	H	Poland, West Pomerania	2027	n.a.	Operational readiness of the new railway connection lino No 422	PKP Polskie Linie Kolejowe S.A. - the Polish railway infrastructure manager, Westpomeranian Region
Reconstruction of the railway line No. 410 on the Głazów - Barlinek - Pełczyce - Choszczno section, alternative variant - Głazów - Barlinek - Pełczyce - Krzęcin - Rębusz (Pełczyce - Rębusz in a new route)	Transport infrastructure	enabling the implementation of rail shipments by nearby plants, enabling the handling of loose materials	H	Poland, West Pomerania	2027	n.a.	Operational readiness of the new railway connection lino No 410	PKP Polskie Linie Kolejowe S.A. - the Polish railway infrastructure manager, Westpomeranian Region
Construction of the Western Bypass of Szczecin, section Dołuje - Police Chemia with the construction of new linkages Dołuje - Kościno (429/408) and Stobno Szczecińskie - Warzymice (408/409).	Transport infrastructure	introduction of traffic segregation, improvement of rail shipments	M	Poland, West Pomerania	2030	n,a,	Operational readiness of a new line	PKP Polskie Linie Kolejowe S.A. - the Polish railway infrastructure manager, Police Chemical Plant



Electrification of the above-mentioned sections.								
Reconstruction of the railway line No. 429 on the section Stobno Szczecińskie Dołuje - Dobra Szczecińska	Transport infrastructure	enabling the implementation of rail shipments by nearby plants, enabling the handling of loose materials	L	Poland, West Pomerania	2030	n,a,	Operational readiness of a new line No. 429	PKP Polskie Linie Kolejowe S.A. - the Polish railway infrastructure manager, Westpomeranian Region
Construction of the second track on line 273, section Szczecin Podjuchy - Szczecin Port Centralny SPA, including the widening of the bridge over the Regalica River	Transport infrastructure	improving the capacity, facilitating the segregation of traffic in the Szczecin Junction	H	Poland, West Pomerania	2027	n,a,	Operational readiness of the second track	PKP Polskie Linie Kolejowe S.A. - the Polish railway infrastructure manager, State Water Holding "Polish Waters", Szczecin and Swinoujście Seaports Authority
Electrification of line 408 on the section Szczecin Gumieńce - state border and line 409 on the sect. Szczecin Gumieńce - the state border	Transport infrastructure	improving the competitiveness of rail transport on cross-border routes, reduction of greenhouse gas emissions	H	Poland, West Pomerania	2027	n,a,	Completed electrification	PKP Polskie Linie Kolejowe S.A. - the Polish railway infrastructure manager
Electrification of railway lines 210 (Runowo Pomorskie - Szczecinek - (Chojnice) and 402 (Goleniów - Kołobrzeg)	Transport infrastructure	improving the competitiveness of rail transport on cross-border routes, reduction of greenhouse gas emissions	M	Poland, West Pomerania	2030	n,a,	Completed electrification	PKP Polskie Linie Kolejowe S.A. - the Polish railway infrastructure manager
Improvement of operational parameters to the D3 standard (221 kN, min.600m) on lines: 202, 210, 402, 403, 404, 405, 406, 407, 408, 409, 418, 430, 431	Transport infrastructure	improving the competitiveness of rail transport on cross-border routes	M	Poland, West Pomerania	2030	n,a,	The length of the line with improved operational parameters (662 km)	PKP Polskie Linie Kolejowe S.A. - the Polish railway infrastructure manager
Construction or reconstruction of the Service Infrastructure Facilities within the following stations: Łobez, Chociwel, Trąbki, Stargard Kluczewo, Złocieniec, Chojna, Krzywín Gryfiński, Gryfino, Bierzwnik, Dolice, Kolin, Reptowo, Ustronie Morskie, Płoty, Dalęcino, Grzmiąca, Karlino, Dygowo, Szczecin Niebuszewo, Trzebież Szczeciński,	Transport infrastructure	improving the accessibility of rail freight transport to nearby plants, increasing the competitiveness of rail transport	M	Poland, West Pomerania	2030	n,a,	Number of new Service Infrastructure Facilities	PKP Polskie Linie Kolejowe S.A. - the Polish railway infrastructure manager



Kamień Pomorski, Szczecin Gumierce, Dębno Lubuskie, Dołuje, Pyrzyce, Myslibórz, Barlinek, Pełczyce								
Improvement of the operational parameters of the remaining the Service Infrastructure Facilities in accordance with the class of adjacent lines (D3 - 221 kN)	Transport infrastructure	increasing the competitiveness of rail transport	M	Poland, West Pomerania	2030	n,a,	Number of new Service Infrastructure Facilities	PKP Polskie Linie Kolejowe S.A. - the Polish railway infrastructure manager
Construction of new stations on lines 351 and 401 enabling the crossing and overtaking of trains (at least two additional main tracks): Szczecin Zdunowo, Szczecin Załom, Łożnica, Mokrzyca	Transport infrastructure	improvement of capacity for access to the ports of Szczecin and Świnoujście, reduction of travel time to the above- mentioned ports	L	Poland, West Pomerania	2030	n,a,	Number of new stations	PKP Polskie Linie Kolejowe S.A. - the Polish railway infrastructure manager
Undertaking actions aimed at a better integration of rail transport with other branches of transport	Organizational and legal activities	improve timetable stability, interoperability, reduce operational costs, reduce the environmental impact	M	Poland, West Pomerania	for more than 5 years	n,a,	-	PKP Polskie Linie Kolejowe S.A. - the Polish railway infrastructure manager
Further implementation of up-to-date IT and telecommunications systems (transport telematics) – European Railway Traffic Management System (ERTMS)	Organizational and legal activities	improve timetable stability, interoperability, reduce operational costs, reduce the environmental impact	M	Poland, West Pomerania	for more than 5 years	n,a,	-	PKP Polskie Linie Kolejowe S.A. - the Polish railway infrastructure manager
Promotion of intermodal and combined transport, application of preferential fees for the use of railway infrastructure for intermodal transport	Promotion activities	improve timetable stability, interoperability, reduce operational costs, reduce the environmental impact	M	Poland, West Pomerania	for more than 5 years	n,a,	-	PKP Polskie Linie Kolejowe S.A. - the Polish railway infrastructure manager, intermodal transport operators
Modernization and expansion of port infrastructure in Szczecin and Świnoujście	Transport infrastructure	enabling the use of economies of scale and the development of intermodal transport (modal shift), reduce operational costs, reduce the environmental impact	H	Poland, West Pomerania	2030	n,a,	-	PKP Polskie Linie Kolejowe S.A. - the Polish railway infrastructure manager, Szczecin and Swinoujście Seaports Authority
Implementing innovative transport traffic management systems	Transport infrastructure	Elimination of bottlenecks, improving the fluidity/capacity of transport infrastructure and	H	Poland, West Pomerania	2030	n,a,	-	PKP Polskie Linie Kolejowe, General Directorate for National Roads and Highways

		reducing the environmental pressure generated by transport						(Szczecin branch), State Water Holding "Polish Waters"
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### 3) Process, responsibilities and lessons learnt

Please provide answers to the following questions concerning planning and implementation of selected priority actions:

1) Which organisations/stakeholders were consulted in the selection of priorities? What were their priorities and how were they involved?

The main stakeholders involved were the representatives of the Westpomeranian Region and Szczecin and Swinoujście Seaports Authority. They were involved, through bilateral meetings, for the identification of the main bottlenecks in the regional rail infrastructures and services.

2) Who will ensure that the priority list will be followed up when investment decisions are taken and how (referring to responsible entities in the list of actions table)?

For tasks related to the revitalization and modernization of railway lines, the Westpomeranian Region (regional self-government) will carry out supporting and lobbying activities to meet the needs of the network of regional and interregional connections in West Pomerania, resulting from the National Road Construction Program, the National Bypass Construction Program, the National Railway Program "Kolej+ ". The Westpomeranian Region will support the activities implemented under the " Kolej + " program, which by supplementing and improving the regional railway infrastructure in West Pomerania will improve the accessibility of the railway transport.

3) What lessons were learnt when the priority list was selected/negotiated?

- In order to increase popularity of railway transport, it is vital not only to invest in improving the parameters of railway lines, but also to rebuild sidings, invest in increasing the density of unloading points and changes in transport offers of the operators, which may require the support of local authorities.
- Most actions have a medium to long term time scale for implementation because of large infrastructural measures and investments.
- It is essential to provide an attractive transport offer to cargo consignors e.g. by creation of intermodal line trains along the transport corridors in Westpomeranian Region.
- It is essential to promote of freight transport e.g. requiring or favouring of railway transport in public transport orders connected with supply of building materials to infrastructure construction.

4) Which constraints are expected in its realization?

The implementation of activities in the field of rail transport is possible with obtaining external funds, both European and national. If funds are not provided, investments will not be realized.

#### 4) Conclusion

The priority list includes the main actions needed to revitalise the regional freight rail transport sector and to strengthen the connection with two TEN-T corridors. These actions will support the modal shift from road to rail of the freight transport.