



REGIONAL CAPACITY BUILDING WORKSHOP 2

D.T3.1.2

West Pomerania

Version 1

06.2021



1. Workshop documentation

1.1. Workshop overview

Workshop 1, 2 or 3	2
PP (number), host	PP7 CETC-EGTC LTD.
Date, location or online	2nd June, 2021, online
Form of workshop ¹	Virtual via Ms Teams
Number and type of participants	27 - representatives of the CETC-EGTC, University of Szczecin

1.2. Summary of the workshop

After the first workshop, it was decided that the issues of railway transport development would be discussed during a broader discussion during a barn planned for employees-experts of the University of Szczecin and the Maritime University and students. The purpose of the meeting was to present the results of the T1 analysis, investment lists and to encourage discussions about the future of freight transport. The second capacity building workshop was organize on 2 June 2021. Krzysztof Żarna - Director CETC-EGTC, presented results of the completed activities, such as baseline study, market potential and bottleneck analysis. Then the participants were asked to discuss the future of rail transport.

During the discussion the following issues were emphasised

- Poland has huge railway potential (it is the fourth country in Europe in terms of the length of the railway network - just behind Germany, France and Italy)
- Railway transport is not yet equal to road transport, but its potential is important for the modern economy.
- After years of decline, freight statistics are improving.
- There is a clear need for a new state policy to support intermodal transport. Regions must also support the development of intermodal transport at local level through the creation of complementary services, support for companies in the transport and logistics sector, or rail vocational training.
- After the political changes, railways, despite having a significant share in the transport market and a well-developed infrastructure, were basically deprived of any investments until the EU perspective 2007-2015 (Operational Programme Infrastructure and Environment). The current financial perspective seems to respond better to the needs of rail freight transport.
- It is important both to make investments on the main north-south rail routes in order to boost trade from Scandinavia (via Baltic-Adriatic Corridor or Via Carpatia Corridor).
- The development of rail freight transport on a regional level should not have a negative impact on passenger transport, which often happens because of the use of the same railway lines for freight and passenger transport.
- It is extremely important to increase capacity and speed on lines important for freight transport, e.g. the Nadodrzancka/ Railway line no. 273.

¹ Physical, virtual, 1 to 1, recorded video sent to the participants



- Unfortunately, due to the easy availability of EU funds, the objectives and scope of investments are often not determined by demand, but by the desire to use available funds and their allocation to projects - not always socially or economically efficient.
- Railway investments are not only the domain of large operational programmes, but also regional ones. Investments co-financed from them are distributed across the country. This is due, among other things, to the fact that since the 1970s the railways have been insufficiently capitalised, which has led to partial degradation of the lines.
- The most doubtful projects are projects involving e.g. the removal of "bottlenecks" by replacing turnouts, engineering structures, level crossings or signalling devices (railway traffic control) at selected stations.
- A separate group of projects requiring verification and difficult to identify are investments involving railway connections, which already at the design stage raise doubts as to whether they will attract the interest of carriers due to strong competition from other modes of transport, most often car transport. Most such projects can be found in regional operational programmes. Their aim is usually to improve the connections between the capital city of the voivodship (Szczecin) and the remaining larger cities in the region.
- As the National Railway Programme and road construction programmes are produced by different institutions, it is difficult to expect the result of a balanced development of the transport network taking into account the different modes of transport. Dialogue at regional and national level is therefore extremely important
- Participants were also interested in the issue of sustainable transport. They wondered what change is required from local/regional administration. What can be done using the European Green Deal or the Next Generation EU funds to strengthen sustainable transport in West Pomerania.



1.3. Annex

- Participants list

Name and Surname	Organisation
Krzysztof Żarna	CETC-EGTC Ltd, Westpomeranian Region
Marta Ciesielska	CETC-EGTC Ltd, Westpomeranian Region
Jarosław Jaworski	University of Szczecin
Karolina Rogala	University of Szczecin
Klaudia Tomczyk	University of Szczecin
Aleksandra Różycka	University of Szczecin
Natascha Karasińska-Lauridsen	University of Szczecin
Angelika Bołdysz	University of Szczecin
Aleksandra Okraj	University of Szczecin
Sebastian Siara	University of Szczecin
Kamil Sikorzyński	University of Szczecin
Natalia Bołdysz	University of Szczecin
Oliwia Trot	University of Szczecin
Maciej Krawczyk	University of Szczecin
Rafał Kołodziejczak	University of Szczecin
Dominik Kubicki	University of Szczecin
Natalia Najderek	University of Szczecin
Nikoła Kierzkowska	University of Szczecin
Piotr Kasprowicz	University of Szczecin
Piotr Kasprowicz	University of Szczecin
Martyna Graczyk	University of Szczecin
Aleksandra Nyk	University of Szczecin
Adrian Gromkowski	University of Szczecin
Kacper Wieśniak	University of Szczecin
Jarosław Hryniewicz	University of Szczecin

Julita Grochowska	University of Szczecin
Piotr Zawisza	University of Szczecin

- Photos

