



## TRITIA PL - CZ 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 system 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 projects will have indicative budget, implementing body and organisations responsible for particular projects. The project making on the border areas - will focus to : a) reduce 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 of 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 Poland - Czech Republic 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 - Czech Republic*



## 2. SETTING THE CROSS - BORDER KEY OBJECTIVES

### 2.1. General Objectives

One of the key objective of the TRANS TRITIA Project is to coordinate steps for tackling congested freight transport, in particular 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 and inland waterway.

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, with a view sending 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-CZ (Poland - Czech Republic)

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

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

SWOT	Common conditions / features	
1	2	
<b>Opportunities</b>	<ul style="list-style-type: none"> <li>- High fuel price (increasing of road freight transport costs, opportunities for more ecologic modes of transport - water, rail) (CZ, PL, SK)</li> <li>- Strategic transport position (new investors and investments) (CZ, PL, SK)</li> <li>- Taxes and fees (for roads and HGVs) (CZ, PL, SK)</li> <li>- Stability of the EU politics (security, duty-free union) (CZ, PL, SK)</li> <li>- Intensification of cooperation of entities in the TRITIA cross-border area (CZ, PL, SK)</li> <li>- Transit of international corridors (fees) (CZ, PL, SK)</li> <li>- The development of multimodal transport as a solution supporting the reduction of external transport costs (CZ, PL, SK)</li> <li>- An integrated transport policy of the European Union that includes multimodal transport (CZ, PL, SK)</li> <li>- Development of transport infrastructure in various modes of transport (CZ, PL, SK)</li> <li>- Strong development of containerization and other reloading technologies and their standardization (CZ, PL, SK)</li> <li>- technological development and evolving of modern technologies including information and telematics technologies (CZ, PL, SK - beginning)</li> <li>- Increasing cooperation of enterprises with the R &amp; D sphere enabling the transfer of knowledge (CZ, PL)</li> </ul>	
<b>Threats</b>	<ul style="list-style-type: none"> <li>- High labor costs (CZ, PL, SK);</li> <li>- Financial risk with long-term projects (the risk of exceeding the project budget) (CZ, PL, SK)</li> <li>- Lack transparent-ness political (CZ, PL, SK)</li> <li>- Increase of motorisation rate (CZ, PL, SK)</li> <li>- Insufficient infrastructure (poor quality, low capacity, delays in the construction and modernization of infrastructure) (CZ, PL, SK)</li> <li>- Lack of money for transport in the national budget (CZ, PL, SK)</li> <li>- Low increase in commercial speed in the field of rail freight transport (CZ, PL, SK)</li> <li>- Lack of supporting instruments for the implementation of an environment-friendly transport system (incentives, penalties) (PL)</li> <li>- Omission of Polish water transport routes in the European TEN-T transport network (CZ, PL)</li> <li>- Lack of coherent regional policy in the field of freight transport (PL)</li> <li>- Lack of proportionality in the implementation of ecological solutions in particular branches of transport (PL)</li> <li>- Diversity of the geographical environment - problems with the construction and modernization of infrastructure (PL);</li> </ul>	
<b>Strengths</b>	<ul style="list-style-type: none"> <li>- Physical resources - number and location of re-loading terminals, logistics and distribution centres, available storage, logistic operators, number of transportation companies (CZ, PL, SK)</li> <li>- Enough multimodal operators (CZ, PL, SK)</li> <li>- Number of trucks, trailers and semi-trailers (CZ, PL, SK)</li> <li>- Availability of inland waterway infrastructure (CZ, PL, SK)</li> <li>- Demand for transport and logistics services (CZ, PL, SK)</li> <li>- The level of market saturation (CZ, PL, SK)</li> <li>- Market dynamics and new investments (CZ, PL, SK)</li> <li>- High competition in freight transport and logistics (CZ, PL, SK)</li> <li>- Road infrastructure (PL)</li> <li>- Low industry risk (CZ)</li> <li>- Technological requirements - new, modern and fuel saving vehicles provide advantage of the competition (CZ).</li> <li>- Development of information and telematics technologies (CZ)</li> </ul>	

<b>Weaknesses</b>	<ul style="list-style-type: none"> <li>– Number of fleet of barges, towing barges (CZ, PL, SK)</li> <li>– Low quality of roads, waterways and railways (CZ, PL, SK)</li> <li>– Insufficient level of investment in the development of freight transport (CZ, PL, SK)</li> <li>– Support of finance institutions, government institutions (CZ, PL, SK)</li> <li>– Low level of innovation implementation (PL)</li> </ul>
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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 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-Czech Republic border. The selection of projects was based on a broad analysis of strategic programme 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 PL-CZ border, which is 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 PL-CZ border), medium priority (medium importance from the point of view of the development of multimodal transport on the PL-CZ border), low priority (low importance from the point of view of the development of multimodal transport on the PL-CZ 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\_CZ
- CE960 D.T 1.2.2\_D.T 1.2.4\_Budgeting of cross-border projects PL\_CZ

### 3.2. Bottlenecks analysis

Table 2 presents bottlenecks for rail transport occurring at the PL-CZ 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-CZ

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	PL131-5	Herby Nowe - Kłobuck	2	511	0	419	794	40	280	699	136,8%
3	PL139-2	Tychy - Pszczyna	2	1015	588	250	1457	73	511	1349	132,9%
4	PL139-1	Katowice Ligota - Mąkolowiec	2	1484	1141	218	1457	73	511	1870	126,0%
5	CZ301A-5	Třinec - Český Těšín nákl. nádr.	2	1687	568	611	2429	122	854	2033	120,5%
6	PL131-4	Strzebiń - Kalina	2	735	98	419	794	40	280	797	108,4%
7	PL131-2	Radzionków - Tarnowskie Góry	2	1029	238	516	794	40	280	1034	100,5%
8	PL131-1	Chorzów Stary - Bytom Północny	2	791	238	210	794	40	280	728	92,0%
9	PL131-3	Tarnowskie Góry - Zwierzyniec	2	966	322	451	257	13	91	864	89,4%
10	CZ301A-4	Bystřice n. Olší - Třinec	2	1967	550	327	2429	122	854	1731	88,0%
11	CZ301D-2	Odb. Chotěbuz - Albrechtice u Č.Těšina	2	1421	478	390	839	42	294	1162	81,8%
12	CZ305B-9	Ji...stebník - Studénka	2	2373	1090	786	149	8	56	1932	81,4%
13	CZ301A-2	Mosty u Jabl.st.hr. - Návsí	2	2135	450	380	2429	122	854	1684	78,9%
14	CZ301A-3	Návsí - Bystřice n. Olší	2	2338	540	380	2429	122	854	1774	75,9%
15	PL136	Opole Groszowice - Kędzierzyn-Koźle	2	637	112	339	76	4	28	479	75,2%

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-Czech border, i.e.:

- Railway line 131-5 - Herby Nowe - Kłobuck; 131-4 - Strzebiń - Kalina, PL131 - Radzionków - Tarnowskie Góry, 131-1 - Chorzów Stary - Bytom Północ, 131-3 - Tarnowskie Góry -



Zwierzyńiec - the so-called Magistrala Węglowa, which directly connects the coal basin of Upper Silesia with Gdynia; mainly transported coal and other aggregates and fuels; the highest volume of freight trains runs between Tarnowskie Góry and Kalety (40 pairs of trains a day);

- Line 136 Opole Groszowice - Kędzierzyn-Koźle - a line connecting Upper Silesia with Lower Silesia. High route occupancy (up to 90 trains a day);
- Insufficient permeability of the Přerov - Ostrava - Bohumín - Chalupki line
- Departure from the Havířov and Paskov terminals towards Poland only along the single-track Polanka junction in the section Odra branch - Ostrava-Svinov
- Missing connection to the south from the Mošov terminal (under construction)
- Insufficient permeability of selected sections of the Čadca - Mosty u Jablunkova - Třinec - Český Těšín line

Undertaking the necessary modernization works was determined in relation to the following lines (based on the work during workshops with project stakeholders):

- railway line 287 (Nysa - Opole);
- works on the Chybie - Żory - Rybnik - Nędza lines (140, 148, 157, 159, 173);
- line E30 / E65 (including line 93) Będzin - Katowice - Tychy - Czechowice Dziedzice - Zebrzydowice (priority for line 93) - necessary modernization works;
- lines 140 and 158 on the Rybnik - Chalupki section (priority for line 158) - improvement of transport services by improving the technical condition of the line;
- line E-30 Kędzierzyn-Koźle - Opole Zachodnie - high priority
- railway line E59 (line 151 - priority) (Kędzierzyn-Koźle - Chalupki);
- railway line 190 Bielsko-Biała - Cieszyn - priority;

Moreover, it was proposed:

- Information technologies of railway infrastructure managers and unification of dispatching management.

With regard to water transport, the following bottlenecks have been diagnosed:

- The Silesian Channel (Kanał Śląski)
- D-O-L + Kanał Śląski (cross-border connection CZ-PL to the Vistula and the Odra).

The following key bottlenecks have been identified for road transport:

- Construction of the Euroterminal Sławków connector with S1

### 3.3. List of planned and implemented projects

The list (table 3) includes infrastructure projects that are located on the Polish-Czech 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: Silesian Voivodeship, Opole Voivodeship and Moravian - Silesian Region.

The list of projects is divided into rail, road and water transport projects. Projects developing rail and water transport are considered priority. However, some projects should be implemented as part of

road transport concerning 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
<b>Railway transport projects</b>	
1.	Project of high-speed line Ostrava - Přerov and Feasibility study of high-speed lines Ostrava - Katowice
2.	Reconstruction of infrastructure of the railway junction Ostrava (RFC5)
3.	Project of reconstruction infrastructure of the border crossing station Petrovice u Karviné
4.	Railway line Dětmorovice - Petrovice u K. - crossing border PR, BC (including reconstruction station Dětmorovice and branching-off point Závada)
5.	Infrastructure reconstruction of the railway lines Bohumín-Vrbice - Chałupki and Bohumín - Chałupki including railway turn Pudlov
6.	Connection line (triangle) between lines 305B and 306A in the direction of Přerov - Mošov and increase of capacity in stations Sedlnice-Bartošovice and Sedlnice
7.	Construction of siding and publicly accessible terminal of combined transport in Mošov (support of development of international combined transport)
8.	Reconstruction of infrastructure of selected railway stations on RFC 5 (extension of trucks for freight trains 740 m long)
9.	Optimization (double tracking) and electrification of railway line Ostrava-Kunčice - Frýdek-Místek
10.	Optimization and electrification of railway line Frýdek-Místek (without) - Frenštát pod Radhoštěm
11.	Works on the railway line 287 (Nysa - Opole)
12.	Works on the E30 / E65 line
13.	Improvement of transport services by improving the technical condition of railway lines No. 140 and 158 on the Rybnik - Chałupki section
14.	Works on the Chybie - Żory - Rybnik - Nędza lines (140, 148, 157, 159, 173)
15.	Works on the C-E 65 railway line, section Chorzów Batory - Tarnowskie Góry - Karsznice - Inowrocław - Bydgoszcz - Maksymilianowo
16.	Works on the railway line 93 Trzebinia - Oświęcim - Czechowice-Dziedzice
17.	Improving the quality of transport services by improving the technical condition of the railway line No. 143 on the Kalety - Kluczbork section
18.	Works on the E-30 Kędzierzyn-Koźle - Opole Zachodnie railway line
19.	Works on the E59 Kędzierzyn-Koźle - Chałupki railway line
20.	Revitalization of the railway line No. 190 Zebrzydowice - Cieszyn
21.	Revitalization of the railway line No. 131
22.	Project of optimization railway section Ostrava-Kunčice (without) - Ostrava-Svinov/Polanka nad Odrou
<b>Inland waterways projects</b>	
23.	Inland waterway transport - Oder Waterway - Gliwice Canal
24.	Inland waterway transport - Oder Waterway - Modernization of the Odra dams in the section Regional Water Management Board in Wrocław - Opole Voivodeship
25.	Inland waterway transport - Oder Waterway - Modernization of locks and draft a short section in the Regional Water Management Board Wrocław - Opole Voivodeship

26	Inland waterway transport - Oder Waterway - Construction of a weir flap on the degree of water Mouth Nysa
27	Inland waterway transport - Odra-Danube (on the national part of the Koźle-Ostrava section)
28	Inland waterway transport - Kanał Śląski
<b>Road transport projects</b>	
29	D48 Frýdek-Místek, bypass
30	D56 Frýdek-Místek, connection to D48
31	I/67 Karviná, bypass
32	I/58 Příbor - Skotnice
33	D48 Rybí - Rychaltice
34	I/11 Opava, western part of the northern bypass
35	I/57 Kmov - north-west bypass
36	Highway A1 (section E within the Silesian voivodship)
37	Expressway S1 Pyrzowice - Bielsko-Biała
38	Beskidzka Integration Road S52
39	S11 Kępno - A1 node Piekary Śl. (section in Śląskie and Opolskie Voivodeships)
40	Road transport - Northern bypass of Kędzierzyn-Koźle

### 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
<b>Railway transport projects</b>	
41	Information technologies of railway infrastructure managers and unification of dispatching management
See no. 1	Project of high-speed line Ostrava - Přerov and Feasibility study of high-speed lines Ostrava - Katowice
See no. 2	Reconstruction of infrastructure of the railway junction Ostrava (RFC5)
See no. 5	Infrastructure reconstruction of the railway lines Bohumín-Vrbice - Chałupki and Bohumín - Chałupki including railway turn Pudlov
See no. 6	Connection line (triangle) between lines 305B and 306A in the direction of Přerov - Mošnov and increase of capacity in stations Sedlnice-Bartošovice and Sedlnice
See no. 9	Optimization double tracking) and electrification of railway line Ostrava-Kunčice - Frýdek-Místek
See no.12	Works on the E30 / E65 line (priority for line 93)
See no. 13	Railway line no.140 and 158 on the Rybnik - Chałupki section (priority for line 158)
See no. 18	Works on the E-30 Kędzierzyn-Koźle - Opole Zachodnie railway line (priority)
See no. 19	Works on the E59 railway line (line 151 - priority) (Kędzierzyn-Koźle - Chałupki
See no. 20	Works on the railway line 190 Bielsko-Biała - Cieszyn (priority)
See no. 22	Project of optimization railway section Ostrava-Kunčice (without) - Ostrava-Svinov/Polanka nad Odrou
<b>Inland waterways projects</b>	
See no. 27	Inland waterway transport - Odra-Danube (on the national part of the Koźle-Ostrava section)
See no. 28	Inland waterway transport - Kanał Śląski
<b>Road transport projects</b>	
42	Construction of the Euroterminal Sławków connector with S1

## 4. Project prioritization and budget

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

### 4.1. Projects with the high priority

The 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. 28 projects were distinguished.

Table 5. Budget of projects with high priority

No.	Project name	Budget	Finance resources
<b>Railway transport projects</b>			
1	Project of high-speed line Ostrava - Přerov and Feasibility study of high-speed lines Ostrava - Katowice	Total investment costs: it is not yet possible to quantify the degree of project documentation	source: 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
2	Reconstruction of infrastructure of the railway junction Ostrava (RFC5)	Total investment costs: more than CZK 15 bn (558 700 834 EUR)	source: It is expected to co-finance from EU resources under the Operational Program Transport 2021-2027. subsidies from EU funds up to a maximum of 85% of eligible costs.
3	Project of reconstruction infrastructure of the border crossing station Petrovice u Karviné	Total investment costs: CZK 1,126,926,232 (41 974 308 EUR)	source: Co-financing from EU sources is expected under the Operational Program Transport 2014-2020 and 2021-2027.
4	Railway line Dětmárovice - Petrovice u K. - crossing border PR, BC (including reconstruction station Dětmárovice and branching-off point Závada)	Total investment costs: it is not yet possible to quantify the degree of project documentation	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	Infrastructure reconstruction of the railway lines Bohumín-Vrbice - Chatupki and Bohumín - Chatupki including railway turn Pudlov	total investment costs: not yet quantified (the project of re-establishment of the Pudlov branch has not been prepared)	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
6	Connection line (triangle) between lines 305B and 306A in the direction of Přerov - Mošnov and increase of capacity in stations Sedlnice-Bartošovice and Sedlnice	Total investment costs: 700 mil. CZK (26 072 705 EUR)	SFDI co-financing is expected - including EU resources under the Transport Operational Program in 2021-2027
7	Construction of siding and publicly accessible terminal of combined transport in Mošnov (support of development of international combined transport)	total investment costs: CZK 767,543,442.92 (28 588 477 EUR)	Allocated subsidy from EU resources under the Operational Program Transport 2014-2020 in 2019. subsidies from EU funds: 276,833,197.90 CZK, ie 36.06%)
8	Reconstruction of infrastructure of selected railway stations on RFC 5 (extension of trucks for freight trains 740 m long)	Total investment costs: the processing of project documentation has not started yet - the stations that will 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
11	Works on the railway line 287 (Nysa - Opole)	127 000 000 PLN (28 435 300 EUR)	Regional Operational Programme - baseline
12	Works on the E30 / E65 line	5 176 689 820 PLN (1 159 060 850,70 EUR)	Operational Programme Infrastructure and Environment 2014-2020
13	Improvement of transport services by improving the technical condition of railway lines No. 140 and 158 on the Rybnik - Chałupki section	83 067 400 PLN (18 598 790,86 EUR)	National Railway Program
14	Works on the Chybie - Żory - Rybnik - Nędza lines (140, 148, 157, 159, 173)	384 668 500 PLN (86 127 277,15 EUR) Reserve list for the revitalization of line no. 140 on the Rybnik Towarowy section - preparatory projects for ROP reserve projects budget: 73 000 000 PLN/16 344 700,00 EUR) 473 124 730 PLN (105 932 627,05 EUR) ROP Infrastructure and Environment	Regional Operational Programme 2014-2020 Operational Programme Infrastructure and Environment 2014-2020
15	Works on the C-E 65 railway line, section Chorzów Batory - Tarnowskie Góry - Karsznice - Inowrocław - Bydgoszcz - Maksymilianowo	5 176 689 816 PLN (1 159 060 850 EUR) UE funds: 3 195 301 241 PLN (715 427 948 EUR)	Operational Programme Infrastructure and Environment 2014-2020
16	Works on the railway line 93 Trzebinia - Oświęcim - Czechowice-Dziedzice	1 006 237 345 zł (225 296 541,66 EUR) UE funds:	Operational Programme Infrastructure and Environment 2014-2020

		686 518 646,97 zł (153 711 525,06 EUR)	
19	Works on the E59 Kędzierzyn-Koźle - Chatupki railway line	183 000 000 PLN (40 973 700,00 EUR)	Expected national funding as part of the project: "Upper Silesia's basic export routes".
20	Revitalization of the railway line No. 190 Zebrzydowice - Cieszyn	84 000 000 PLN (18 807 600 EUR)	Regional Operational Programme - Projects reserve list EU resources under the Operational Programme 2021-2027
21	Revitalization of the railway line No. 131	I part: 3 740 400 PLN (837 475 EUR) II part: 58 959 700 PLN (13 341 412 EUR)	National Railway Program EU resources under the Operational Programme 2021-2027
22	Project of optimalization railway section Ostrava-Kunčice (without) - Ostrava-Svinov/Polanka nad Odrou	CZK 1.8 bn (67 044 100 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.
<b><i>The special railway projects eliminating or reducing bottlenecks</i></b>			
See no. 1	Project of high-speed line Ostrava - Přerov and Feasibility study of high-speed lines Ostrava - Katowice	Total investment costs: it is not yet possible to quantify the degree of project documentation	source: 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
See no. 2	Reconstruction of infrastructure of the railway junction Ostrava (RFC5)	Total investment costs: more than CZK 15 billion (558 700 834 EUR)	source: It is expected to co-finance from EU resources under the Operational Program Transport 2021-2027. subsidies from EU funds up to a maximum of 85% of eligible costs.
See no. 5	Infrastructure reconstruction of the railway lines Bohumín-Vrbice - Chatupki and Bohumín - Chatupki including railway turn Pudlov	total investment costs: not yet quantified (the project of re-establishment of the Pudlov branch has not been prepared)	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
See no. 6	Connection line (triangle) between lines 305B and 306A in the direction of Přerov - Mošnov and increase of capacity in stations Sedlnice-Bartošovice and Sedlnice	Total investment costs: 700 mil. CZK(26 072 705 EUR)	SFDI co-financing is expected - including EU resources under the Transport Operational Program in 2021-2027
See no. 12	Works on the E30 / E65 line (priority for line 93)	38 804 300 PLN (8 688 282,77 EUR) (a) 442 628 900 PLN (99 104 610,71 EUR)	Operational Programme Infrastructure and Environment 2014-2020

		(b) 2 529 500 000 PLN (566 355 050 EUR) (c) 726 944 900 PLN (162 762 963,11 EUR) 5 176 689 820 PLN (1 159 060 850,70 EUR)	
See no. 13	Railway line no. 140 and 158 on the Rybnik - Chatupki section (priority for line 158)	83 067 400 PLN (18 598 790,86 EUR)	National Railway Program
See no. 19	Works on the E59 railway line (line 151 - priority) (Kędzierzyn-Koźle - Chatupki)	183 000 000 PLN (40 973 700,00 EUR)	Expected national funding as part of the project: "Upper Silesia's basic export routes".
See no. 20	Works on the railway line 190 Bielsko-Biała - Cieszyn (priority)	84 000 000 PLN (18 807 600,00 EUR)	Regional Operational Programme - Projects reserve list EU resources under the Operational Programme 2021-2027
See no. 22	Project of optimization railway section Ostrava-Kunčice (without) - Ostrava-Svinov/Polanka nad Odrou	CZK 1.8 billion (67 044 100 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.
40	Information technologies of railway infrastructure managers and unification of dispatching management	Total investment costs: not yet known	Source: Co-financing from EU and national programme is envisaged
<b>Inland waterways projects</b>			
23	Inland waterway transport - Oder Waterway - Gliwice Canal	3 070 180 000 PLN (687 413 302,00 EUR)	source: It is expected to co-finance from EU resources under the Operational Programme 2021-2027. amount of subsidy: max 85% of the total eligible costs
24	Inland waterway transport - Oder Waterway - Modernization of the Odra dams in the section Regional Water Management Board in Wrocław - Opole Voivodeship	Stage I: 109 762 415 PLN (24 575 804,81 EUR) Stage II: 154 000 000,00 zł (34 480 600,00 EUR)	Operational Programme Infrastructure and Environment 2014-2020
25	Inland waterway transport - Oder Waterway - Modernization of locks and draft a short section in the Regional Water Management Board Wrocław - Opole Voivodeship	219 250 000 PLN (47 906 125 EUR) for the water level in Krapkowice 171 090 000 PLN (37 383 165 EUR) for the barrage in Januszkowice.	Operational Programme Infrastructure and Environment 2014-2020 and future Operational Programme 2021-2027 Opole - planned to be financed in the next financial perspective, no data on the budget.
26	Inland waterway transport - Oder Waterway - Construction of a weir flap	315 010 000 PLN (70 530 739,00 EUR)	Operational Programme Infrastructure and Environment 2014-2020



	on the degree of water Mouth Nysa		
27	Inland waterway transport - Odra-Danube (on the national part of the Koźle- Ostrava section)	2 590 000 000 PLN (most expensive) (579 901 000,00 EUR)	It is expected to co-finance from EU resources under the Operational Programme 2021-2027. amount of subsidy: max 85% of the total eligible costs
28	Inland waterway transport - Kanał Śląski	The estimated cost of building the canal is 11 billion PLN (2 462 900 000,00 EUR)	It is expected to co-finance from EU resources under the Operational Programme 2021-2027. amount of subsidy: max 85% of the total eligible costs
<b><i>The special inland waterway projects eliminating or reducing bottlenecks</i></b>			
See no. 27	Inland waterway transport - Odra-Danube (on the national part of the Koźle- Ostrava section)	2 590 000 000 PLN (most expensive) (579 901 000,00 EUR)	It is expected to co-finance from EU resources under the Operational Programme 2021-2027. amount of subsidy: max 85% of the total eligible costs
See no. 28	Inland waterway transport - Kanał Śląski	The estimated cost of building the canal is 11 bn PLN (2 462 900 000,00 EUR)	It is expected to co-finance from EU resources under the Operational Programme 2021-2027. amount of subsidy: max 85% of the total eligible costs
<b>Road transport projects</b>			
37	Expressway S1 Pyrzowice - Bielsko-Biała	Section 1 - 125 074 549.10 PLN (28 004 191,54 EUR) Section 2 - 274 800 000 mln PLN (61 527 720,00 EUR) Section 3 - 3 000 000 000 PLN (671 700 000,00 EUR)	Investment included in the National Roads Construction Programme
40	Road transport - Northern bypass of Kędzierzyn-Koźle	220 600 000 PLN (49 392 340,00 EUR)	The objective is to be co- financed by the European Union and by the General Director for National Roads and Motorways (GDDiKA). Investment carried out under the National Roads Construction Programme for the years 2014-2023 (with a perspective to 2025)
<b><i>The special road projects eliminating or reducing bottlenecks</i></b>			
42	Construction of the Euroterminal Sławków connector with S1	Total investment costs: not yet known	EU resources under the Operational Programme 2021-2027

*Investment value*

- The total amount of investment costs for high priority projects in the Poland is set at more than 34 bn PLN (more than 7,5 bn EUR). 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).

Investment costs for rail are comparable to investment costs for inland waterway projects represent 90% of total costs.

- The total amount of investment costs for high priority projects in the Czech Republic is set at more than 19 394 469 674 CZK (722 380 325 mil EUR). 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). In particular, the amount of costs for the construction of a high-speed line (in design preparation) will be a multiple of the part calculated so far. Approximately 85% of the fixed amount falls on the core construction "Reconstruction of infrastructure of the railway junction Ostrava (RFC5)". The rest is made up of less expensive railway network constructions.

#### *Sources of funding*

- Financing in the territory of the Poland is expected in the form of co-financing from EU resources under the: Operational Programme Infrastructure and Environment (2014-2020) and Regional Operational Programme, 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 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.

## 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
<b>Railway transport projects</b>			
9	Optimization (double tracking) and electrification of railway line Ostrava-Kunčice - Frýdek-Místek	CZK 9.2 bn (342 669 845 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
10	Optimization and electrification of railway line Frýdek-Místek (without) - Frenštát pod Radhoštěm	CZK 6.5 bn (242 103 694 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
17	Improving the quality of transport services by improving the technical condition of the railway line No. 143 on the Kalety - Kluczbork section	22 469 900 PLN (5 031 010,61 EUR)	Operational Programme Infrastructure and Environment 2014-2020

18	Works on the E-30 Kędzierzyn-Koźle - Opole Zachodnie railway line	835 500 000 PLN (187 068 450,00 EUR)	Connecting Europe Facility - „Łącząc Europeę”) Projekty rezerwowe KPK ,
<b><i>The special railway projects eliminating or reducing bottlenecks</i></b>			
See no. 9	Optimization double tracking) and electrification of railway line Ostrava-Kunčice - Frýdek-Místek	CZK 9.2 bn (342 669 845 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
See no. 18	Works on the E-30 Kędzierzyn-Koźle - Opole Zachodnie railway line (priority)	835 500 000 PLN (187 068 450,00 EUR)	Connecting Europe Facility - „Łącząc Europeę”) Projekty rezerwowe KPK ,
<b>Road transport projects</b>			
29	D48 Frýdek-Místek, bypass	Total investment costs: Stage I: 2 169 232 817 CZK (80 796 812 EUR) (without VAT) 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
30	D56 Frýdek-Místek, connection to D48	CZK 975,516,435.00 (36 334 789 EUR) Approved contribution from EU funds: CZK 629,732,566.99 (23 455 474 EUR)	Co-financing from EU resources under the Operational Program Transport 2014 -2020
31	I/67 Karviná, bypass	Total estimated investment costs: CZK 1,106,000,000 (41 194 874 EUR) (excluding VAT) Construction price according to the contract: 898 804 202 CZK (33 477 510 EUR) (without VAT)	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
32	I/58 Příbor - Skotnice	Total investment costs: CZK 687,202,079.00 (25 596 024 EUR) Approved contribution from EU funds: CZK 496,648,971.80 (18 498 546 EUR)	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
33	D48 Rybí - Rychaltice	Total investment costs: CZK 2,882,067,832.00 (107 347 580 EUR) Approved contribution from EU funds: CZK 1,465,802,476.45 (54 596 337 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
34	I/11 Opava, western part of the northern bypass	Total investment costs of the western part of the bypass:	It is expected to co-finance from EU resources under the Operational Program

		over CZK 1,500,000,000 (55 870 083 EUR).	Transport 2014-2020 and 2021-2027. amount of subsidy: max 85% of the total eligible costs
35	I/57 Krnov - north-west bypass	CZK 948,991,370 (35 346 818 EUR) (excluding VAT) according to the contract	It is expected to co-finance from EU resources under the Operational Programme Transport 2021-2027. amount of subsidy: max 85% of the total eligible costs.
36	Highway A1 (section E within the Silesian voivodship)	699 823 113,41 PLN (156 690 395,09 EUR)	Investment included in the National Roads Construction Programme
38	Beskidzka Integration Road S52	The value of the investment has not been determined. Proposed project value: 4,34 bn PLN (971 726 000,00 EUR)	It is expected to co-finance from EU resources (2021-2027)
39	S11 Kępno - A1 node Piekary Śl. (section in Śląskie and Opolskie Voivodeships)	Section 1: 1 937 500 000 PLN (433 806 250,00 EUR) Section 2: 1 059 500 000 PLN (237 222 050,00 EUR) Section 3: 667 692 363,55 PLN (149 496 320,20 EUR) Section 4: not yet known	It is expected to co-finance from EU resources (2021-2027)

#### *Investment value*

- The total amount of investment costs for medium priority projects in Poland is set at more than 9,5 bn PLN (over 2 bn EUR).
- The total amount of investment costs for medium priority projects in the Czech Republic is set at more than 27 739 010 533 CZK (1 033 187 221 EUR). More than half is made up of investments in the railway network, the remaining part in the road network.

#### *Sources of funding*

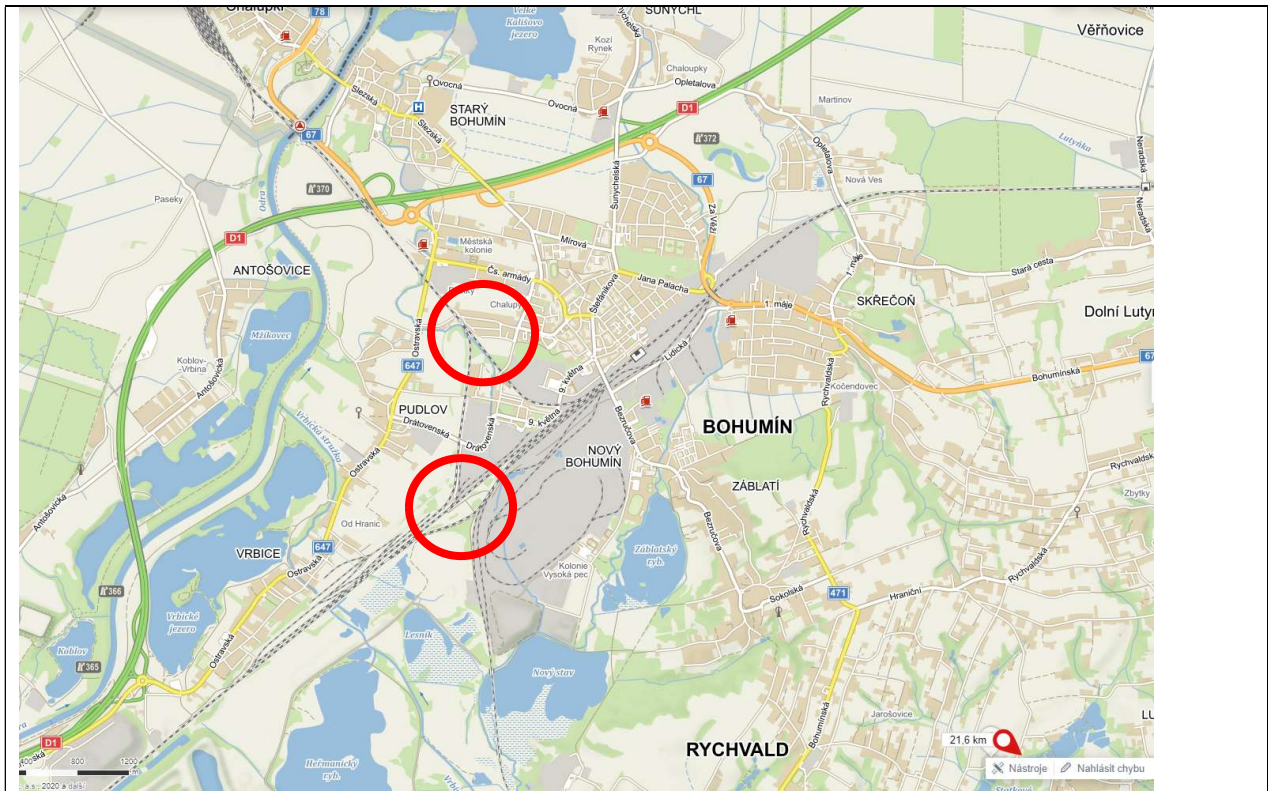
- Financing in the territory of Poland is expected in the form of co-financing from EU resources under the: Operational Programme Infrastructure and Environment (2014-2020) and Regional Operational Programme, National Railway Program, National Roads Construction Programme and future Operational Programme 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 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.

### **4.3. Cross border project - description**

The table 7 presents four 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	Czech Republic
<b>Project name</b>	
No.13 Railway lines 140 and 158, section Rybnik - Chałupki	No. 5 Infrastructure reconstruction of the railway lines Bohumín-Vrbice - Chałupki and Bohumín - Chałupki including railway turn Pudlov
<b>Main goal</b>	
Improving the technical condition of railway lines No 140 and 158 on the Rybnik - Chałupki section	The connection of lines 305C and 305A by switches and the re-establishment of the Pudlov branch will increase the permeability of single-track lines (greater use of the track between Bohumín railway station and Chalupki railway station for freight trains).
<b>Main topic and result</b>	
<p>Implementation planned by 2023 National Railway Program.</p> <p>The works are necessary due to mining damage caused by the works of the KWK ROW Ruch Marcel Branch, which is part of Polska Grupa Górnicza. The works consist in improving the track and replacing sleepers and rails. The end of works is planned for the first quarter of 2020. The contractor is Przedsiębiorstwo Inżynieryjno-Budowlane Armex from Sosnowiec. The value of the investment is PLN 2 million, financed by Polska Grupa Górnicza</p> <p>Improvement of transport services by increasing the capacity and improving speed, improving the capacity on the route to the Czech Republic for freight transport, elimination of bottlenecks (speed limit to 20 km / h on the Nędza section).</p>	<p>line category: whole track in the TEN-T network line class: D4 length of the reconstructed section: 2.75 km route length 305C: 4,279 km route length 305A: 3,136 km proposed speed: 100 km/h axle pressure: 22.5 t / axle</p> <p>(The connection of the Bohumín - Vrbice railway station to the second track - in the place where the Pudlov branch was established will necessitate a shift of the bridge and further modification of the track - modification of electrification, etc. Thanks to this, investment costs will increase significantly).</p>
Maps	



**Other necessary and supportive projects:**

- No. 1 Project of high-speed line Ostrava - Píerov and Feasibility study of high-speed lines Ostrava - Katowice
- No. 2 Reconstruction of infrastructure of the railway junction Ostrava (RFC5)
- No. 14 Works on the Chybie - Źory - Rybnik - Ńędza lines (140, 148, 157, 159, 173)
- No. 15 Works on the C-E 65 railway line, section Chorzów Batory - Tamowskie Góry - Karsznice - Inowrocław - Bydgoszcz - Maksymilianowo
- No. 17 Improving the quality of transport services by improving the technical condition of the railway line No. 143 on the Kalety - Kluczbork section
- No. 21 Revitalization of the railway line No. 131
- No. 40 Information technologies of railway infrastructure managers and unification of dispatching management

Poland	Czech Republic
<b>Project name</b>	
No.19 Works on the E 59 Kędzierzyn-Koźle - Chalupki railway line	No. 5 Infrastructure reconstruction of the railway lines Bohumín-Vrbice - Chalupki and Bohumín - Chalupki including railway turn Pudlov
<b>Main goal</b>	
Improvement of the cargo infrastructure and technical parameters of tracks in line with the parameters of the TEN-T and AGTC networks	The connection of lines 305C and 305A by switches and the re-establishment of the Pudlov branch will increase the permeability of single-track lines (greater use of the track between Bohumín railway station and Chalupki railway station for freight trains).
<b>Main topic and result</b>	
Main topic and result As part of "Works on the E59 Kędzierzyn Koźle-Chalupki railway line" track works on the Krzyżanowice-Chalupki section (south of Racibórz, near the Czech border) have already been completed, as well as works on the	line category: whole track in the TEN-T network line class: D4 length of the reconstructed section: 2.75 km route length 305C: 4,279 km route length 305A: 3,136 km

Racibórz-Krzyżanowice (south of Racibórz) sections and Bierawa-Nędza (north of Racibórz).

In December 2019, PLK announced a tender for the reconstruction of the traction network over individual sections of the tracks of the Krzyżanowice-Chałupki, Racibórz-Krzyżanowice sections and the Krzyżanowice station itself. It is a total of over 22 km of network over the route tracks and additionally over the Krzyżanowice station.

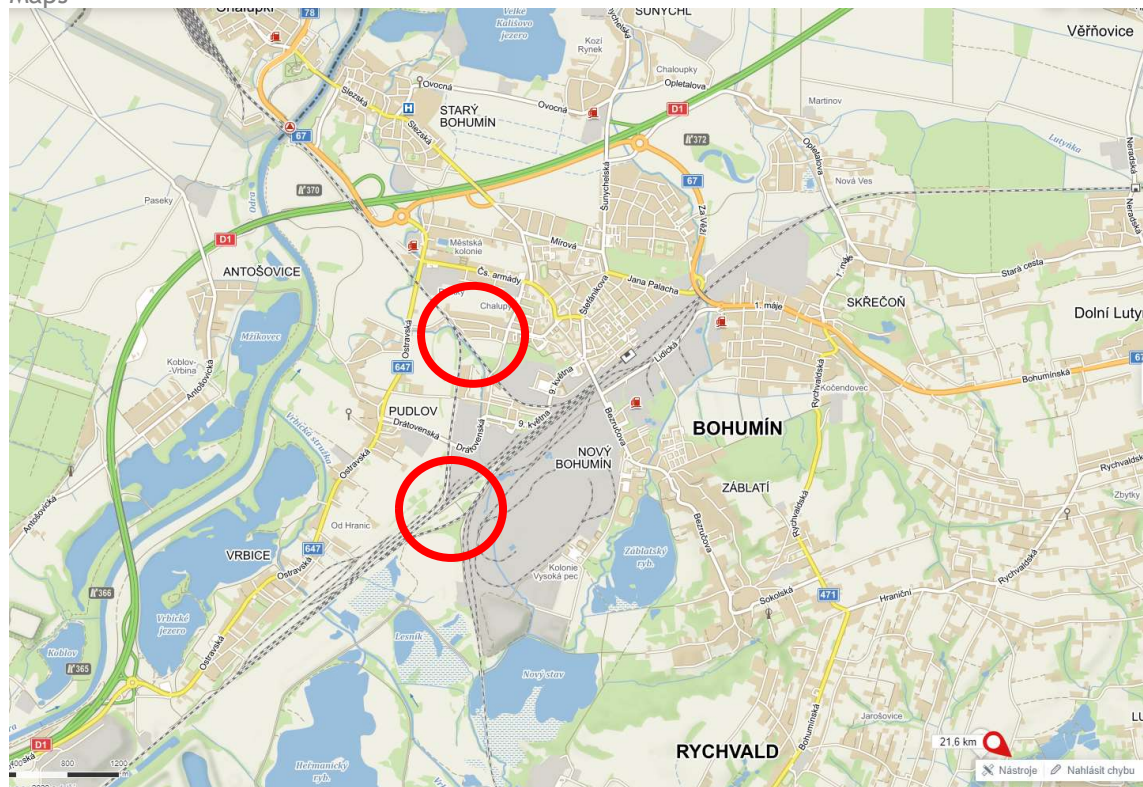
Works on the Bierawa-Nędza and Racibórz-Krzyżanowice sections have also been completed. They included approx. 35 km of tracks, reconstruction of the traction network and renovation of 28 engineering structures. 14 turnouts were replaced and 15 rail-road crossings were repaired. New railway traffic control devices were installed.

Improving throughput, the possibility of running longer trains (currently in Chałupki, trains from the Czech Republic with a length of 600-700 meters must be divided, because the Polish network will not handle such long statements)

proposed speed: 100 km/h  
axle pressure: 22.5 t / axle

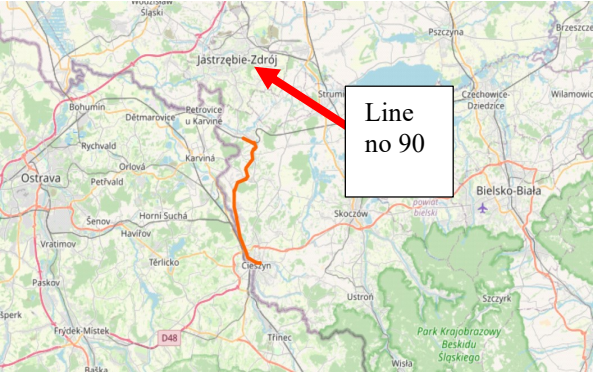

(The connection of the Bohumín - Vrbice railway station to the second track - in the place where the Pudlov branch was established will necessitate a shift of the bridge and further modification of the track - modification of electrification, etc. Thanks to this, investment costs will increase significantly).

Maps



Other necessary and supportive projects:

- No. 1 Project of high-speed line Ostrava - Přerov and Feasibility study of high-speed lines Ostrava - Katowice
- No. 2 Reconstruction of infrastructure of the railway junction Ostrava (RFC5)
- No. 11 Works on the railway line 287 (Nysa - Opole)
- No. 12 Works on the E30 / E65 line (including Works on the E30 / E65 line (including line 93) Będzin - Katowice - Tychy - Czechowice Dziedzice - Zebrydowice)
- No. 18 Works on the E-30 Kędzierzyn-Koźle - Opole Zachodnie railway line (line 136)
- No. 40 Information technologies of railway infrastructure managers and unification of dispatching management

Poland	Czech Republic
<b>Project name</b>	
No. 20 Revitalization of the Zebrzydowice - Cieszyn railway line	No. 8 Reconstruction of infrastructure of selected railway stations on RFC 5
<b>Main goal</b>	
Increasing the speed over this distance	Extension of useful track lengths of railway stations on corridor RFC 5 (lines 301A, 305B, 301D) and 302A (Ostrava - Valašské Meziříč) and 306A (Studénka - Veřovice).
<b>Main topic and result</b>	
The scope of works includes the repair of engineering structures, the replacement of tracks on a length of approx. 14 km, the repair of turnouts and the repair of the road surface at rail-road crossings.	Whole track in the TEN-T network Selected railway stations on the mentioned line sections with the achievement of the parameters of overtaking tracks in the length of at least 740 meters.
<p>Maps</p> <div style="display: flex; justify-content: space-around;">   </div>	
<p>Other necessary and supportive projects:</p> <ul style="list-style-type: none"> <li>No. 1 Project of high-speed line Ostrava - Přerov and Feasibility study of high-speed lines Ostrava - Katowice</li> <li>No. 2 Reconstruction of infrastructure of the railway junction Ostrava (RFC5)</li> <li>No. 3 Project of reconstruction infrastructure of the border crossing station Petrovice u Karviné</li> <li>No. 4 Railway line Dětmárovice - Petrovice u K. - crossing border PR, BC (including reconstruction station Dětmárovice and branching-off point Závada)</li> <li>No. 9 Optimalization (double tracking) and electrification of railway line Ostrava-Kunčice - Frýdek-Místek</li> <li>No. 16 Works on the railway line 93 Trzebinia - Oświęcim - Czechowice-Dziedzice</li> <li>No. 15 Works on the C-E 65 railway line, section Chorzów Batory - Tarnowskie Góry - Karsznice - Inowrocław - Bydgoszcz - Maksymilianowo</li> </ul>	

Poland	Czech Republic
<b>Project name</b>	
No.16 - Works on the railway line 93 Trzebinia - Oświęcim - Czechowice-Dziedzice	No. 3 - Project of reconstruction infrastructure of the border crossing station Petrovice u Karviné




No. 20 - Revitalization of the railway line No. 190 Zebrzydowice - Cieszyn	No. 4 - Railway line Dětmárovice - Petrovice u K. - crossing border PR, BC (including reconstruction station Dětmárovice and branching-off point Závada)
<b>Main goal</b>	
No. 16 Improvement of traffic flow along the railway line.	No. 3 Increasing the throughput of the border crossing station. It is the main crossing point for international trains to Poland, including combined transport trains (containers).
No. 20 Increasing the speed over this distance	No. 4 Increasing the speed and throughput of the track. Line 301B / part of the RFC5 corridor leading to the Petrovice u Karviné border crossing station.
<b>Main topic and result</b>	
No. 16 Priority: high Investment scope: on the Trzebinia - Oświęcim section - modernization works involving minor corrections of the track system, reconstruction of the traction network, railway traffic control devices and technical infrastructure of other industries, on the Oświęcim - Czechowice-Dziedzice section - rehabilitation works aimed at restoring the original design parameters of the railway line and introducing new technological solutions, at the Oświęcim station - correction of the track layout and adjustment of traffic control devices and technical infrastructure of other industries.	No. 3 Priority: high Increasing the throughput of the border crossing station. It is the main crossing point for international trains to Poland, including combined transport trains (containers). line category: TEN-T stationary line class: D4/120 proposed speed: 100 km/h (passenger and freight trains) axle pressure: D4 - 22.5 t / axle
No. 20 Priority: high The scope of works includes the repair of engineering structures, the replacement of tracks on a length of approx. 14 km, the repair of turnouts and the repair of the road surface at rail-road crossings.	No. 4 Priority: high Increasing the speed and throughput of the track. Line 301B / part of the RFC5 corridor leading to the Petrovice u Karviné border crossing station. line category: whole track in the TEN-T network line class: D4/120 length: 8,242 km proposed speed: 100 km/h (for freight trains) axle pressure: 22.5 t / axle (for line class D4)
Maps	

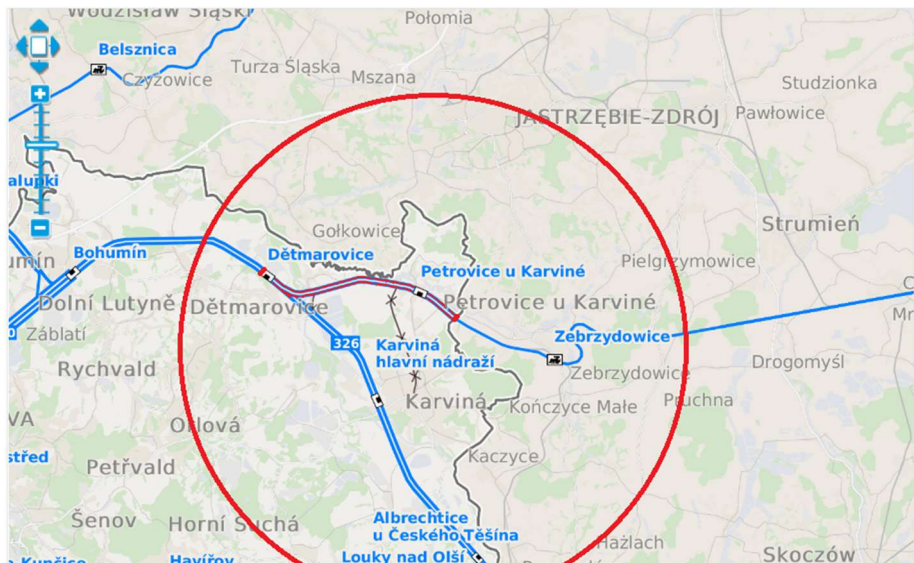
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<https://www.nakolei.pl/czesi-rozpoznaja-przebudowe-trasy-z-dziecmorowic-do-polski/>

Other necessary and supportive projects:  
 No. 1 Project of high-speed line Ostrava - Přerov and Feasibility study of high-speed lines Ostrava - Katowice  
 No. 2 Reconstruction of infrastructure of the railway junction Ostrava (RFC5)

- No. 8 Reconstruction of infrastructure of selected railway stations on RFC 5 (extension of trucks for freight trains 740 m long)
- No. 12 - Works on the E30 / E65 line, including line 93, Będzin - Katowice - Tychy - Czechowice Dziedzice - Zebrzydowice
- No. 14 Works on the Chybie - Żory - Rybnik - Nędza lines (140, 148, 157, 159, 173)
- No. 15 Works on the C-E 65 railway line, section Chorzów Batory - Tarnowskie Góry - Karsznice - Inowrocław - Bydgoszcz - Maksymilianowo
- No. 21 Revitalization of the railway line No. 131
- No. 22 Project of optimalization railway section Ostrava-Kunčice (without) - Ostrava-Svinov/Polanka 26ro Odrou
- No. 40 Information technologies of railway infrastructure managers and unification of dispatching management

## 5. SETTING THE ACTION GROUP

### 5.1. Projects with the 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)
<b>Railway transport projects</b>		
1	Project of high-speed line Ostrava - Přerov and Feasibility study of high-speed lines Ostrava - Katowice	Správa železnic, s.o. (railway infrastructure manager)
2	Reconstruction of infrastructure of the railway junction Ostrava (RFC5)	Správa železnic, s.o. (railway infrastructure manager)
3	Project of reconstruction infrastructure of the border crossing station Petrovice u Karviné	Správa železnic, s.o. (railway infrastructure manager)
4	Railway line Dětmárovice - Petrovice u K. - 27 crossing border PR, BC (including reconstruction station Dětmárovice and branching-off point Závada)	Správa železnic, s.o. (railway infrastructure manager)
5	Infrastructure reconstruction of the railway lines Bohumín-Vrbice - Chatupki and Bohumín - Chatupki including railway turn Pudlov	Správa železnic, s.o. (railway infrastructure manager)
6	Connection line (triangle) between lines 305B and 306A in the direction of Přerov - Mošnov and increase of capacity in stations Sedlnice-Bartošovice and Sedlnice	Správa železnic, s.o. (railway infrastructure manager)
7	Construction of siding and publicly accessible terminal of combined transport in Mošnov (support of development of international combined transport)	Správa železnic, s.o. (railway infrastructure manager)
8	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)
11	Works on the railway line 287 (Nysa - Opole)	Polskie Kolej Państwowa Polskie Linie Kolejowe SA (PKP PLK SA)
12	Works on the E30 / E65 line	Polskie Kolej Państwowa Polskie Linie Kolejowe SA (PKP PLK SA)
13	Improvement of transport services by improving the technical condition of railway lines No. 140 and 158 on the Rybnik - Chatupki section	Polskie Kolej Państwowa Polskie Linie Kolejowe SA (PKP PLK SA)
14	Works on the Chybie - Żory - Rybnik - Nędza lines (140, 148, 157, 159, 173)	Polskie Kolej Państwowa Polskie Linie Kolejowe SA (PKP PLK SA)
15	Works on the C-E 65 railway line, section Chorzów Batory - Tarnowskie Góry - Karsznice - Inowrocław - Bydgoszcz - Maksymilianowo	Polskie Kolej Państwowa Polskie Linie Kolejowe SA (PKP PLK SA)
16	Works on the railway line 93 Trzebinia - Oświęcim - Czechowice-Dziedzice	Polskie Kolej Państwowa Polskie Linie Kolejowe SA (PKP PLK SA)
19	Works on the E59 Kędzierzyn-Koźle - Chatupki railway line	Polskie Kolej Państwowa Polskie Linie Kolejowe SA (PKP PLK SA)
20	Revitalization of the railway line No. 190 Zebrzydowice - Cieszyn	Polskie Kolej Państwowa Polskie Linie Kolejowe SA (PKP PLK SA)

21	Revitalization of the railway line No. 131	Polskie Kolej Państwowa Polskie Linie Kolejowe SA (PKP PLK SA)
22	Project of optimalization railway section Ostrava-Kunčice (without) - Ostrava-Svinov/Polanka nad Odrou	Správa železnic, s.o. (railway infrastructure manager)
<b>The special railway projects eliminating or reducing bottlenecks</b>		
See no. 1	Project of high-speed line Ostrava - Přerov and Feasibility study of high-speed lines Ostrava - Katowice	Správa železnic, s.o. (railway infrastructure manager)
See no. 2	Reconstruction of infrastructure of the railway junction Ostrava (RFC5)	Správa železnic, s.o. (railway infrastructure manager)
See no. 5	Infrastructure reconstruction of the railway lines Bohumín-Vrbice - Chatupki and Bohumín - Chatupki including railway turn Pudlov	Správa železnic, s.o. (railway infrastructure manager)
See no. 6	Connection line (triangle) between lines 305B and 306A in the direction of Přerov - Mošnov and increase of capacity in stations Sedlnice-Bartošovice and Sedlnice	Správa železnic, s.o. (railway infrastructure manager)
See no. 12	Works on the E30 / E65 line (priority for line 93)	Polskie Kolej Państwowa Polskie Linie Kolejowe SA (PKP PLK SA)
See no. 13	Railway line no.140 and 158 on the Rybnik - Chatupki section (priority for line 158)	Polskie Kolej Państwowa Polskie Linie Kolejowe SA (PKP PLK SA)
See no. 19	Works on the E59 railway line (line 151 - priority) (Kędzierzyn-Koźle - Chatupki)	Polskie Kolej Państwowa Polskie Linie Kolejowe SA (PKP PLK SA)
See no. 20	Works on the railway line 190 Bielsko-Biała - Cieszyn (priority)	Polskie Kolej Państwowa Polskie Linie Kolejowe SA (PKP PLK SA)
See no. 22	Správa železnic, s.o. (railway infrastructure manager)	Správa železnic, s.o. (railway infrastructure manager)
40	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)
<b>Inland waterways projects</b>		
23	Inland waterway transport - Oder Waterway - Gliwice Canal	Ministry of Marine Economy and Inland Navigation; Polish Waters Holding
24	Inland waterway transport - Oder Waterway - Modernization of the Odra dams in the section Regional Water Management Board in Wrocław - Opole Voivodeship	Ministry of Marine Economy and Inland Navigation; Polish Waters Holding
25	Inland waterway transport - Oder Waterway - Modernization of locks and draft a short section in the Regional Water Management Board Wrocław - Opole Voivodeship	Ministry of Marine Economy and Inland Navigation; Polish Waters Holding
26	Inland waterway transport - Oder Waterway - Construction of a weir flap on the degree of water Mouth Nysa	Ministry of Marine Economy and Inland Navigation; Polish Waters Holding
27	Inland waterway transport - Odra-Danube (on the national part of the Koźle-Ostrava section)	Ministry of Marine Economy and Inland Navigation; Polish Waters Holding ŘVC and Moravskoslezský kraj
28	Inland waterway transport - Kanał Śląski	Ministry of Marine Economy and Inland Navigation; Polish Waters Holding
<b>The special inland waterway projects eliminating or reducing bottlenecks</b>		

See No. 27	Inland waterway transport - Odra-Danube (on the national part of the Koźle-Ostrava section)	Ministry of Marine Economy and Inland Navigation; Polish Waters Holding ŘVC and Moravskoslezský kraj
See No. 28	Inland waterway transport - Kanał Śląski	Ministry of Marine Economy and Inland Navigation; Polish Waters Holding
<b>Road transport projects</b>		
37	Expressway S1 Pyrzowice - Bielsko-Biała	Generalna Dyrekcja Dróg Krajowych i Autostrad (General Director for National Roads and Motorways) Katowice Department
40	Road transport - Northern bypass of Kędzierzyn-Koźle	Generalna Dyrekcja Dróg Krajowych i Autostrad (General Director for National Roads and Motorways) Opole Department
<b><i>The special road projects eliminating or reducing bottlenecks</i></b>		
42	Construction of the Euroterminal Sławków connector with S1	

The main owners of high priority projects are:

- PKP Polskie Linie Kolejowe (Polish railway infrastructure manager)
- Správa železnic, s.o. (Czech railway infrastructure manager)
- Ministry of Marine Economy and Inland Navigation
- Polish Waters Holding
- General Director for National Roads and Motorways
- ŘVC and Moravskoslezský kraj

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.
- Správa železnic, s.o. (Czech railway infrastructure manager)
- Ministry of Marine Economy and Inland Navigation was formed in 2015, from transformation of Ministry of Infrastructure and Development. The ministry is concerned with various aspects of transport in Poland, as well as maritime economy.
- The State Water Holding Polish Waters has been the main entity responsible for the national water management since January 1, 2018.
- 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.
- ŘVC and Moravskoslezský kraj
- Ředitelství silnic a dálnic (road infrastructure manager)

## 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)
<b>Railway transport projects</b>		
9	Optimalization (double tracking) and electrification of railway line Ostrava-Kunčice - Frýdek-Místek	Správa železnic, s.o. (railway infrastructure manager)
10	Optimalization and electrification of railway line Frýdek-Místek (without) - Frenštát pod Radhoštěm	Správa železnic, s.o. (railway infrastructure manager)
17	Improving the quality of transport services by improving the technical condition of the railway line No. 143 on the Kalety - Kluczbork section	Polskie Koleje Państwowe Polskie Linie Kolejowe SA (PKP PLK SA)
18	Works on the E-30 Kędzierzyn-Koźle - Opole Zachodnie railway line (priority)	Polskie Koleje Państwowe Polskie Linie Kolejowe SA (PKP PLK SA)
<b>Road transport projects</b>		
29	D48 Frýdek-Místek, bypass	Ředitelství silnic a dálnic (road infrastructure manager)
30	D56 Frýdek-Místek, connection to D48	Ředitelství silnic a dálnic (road infrastructure manager)
31	I/67 Karviná, bypass	Ředitelství silnic a dálnic (road infrastructure manager)
32	I/58 Příbor - Skotnice	Ředitelství silnic a dálnic (road infrastructure manager)
33	D48 Rybí - Rychaltice	Ředitelství silnic a dálnic (road infrastructure manager)
34	I/11 Opava, western part of the northern bypass	Ředitelství silnic a dálnic (road infrastructure manager)
35	I/57 Krnov - north-west bypass	Ředitelství silnic a dálnic (road infrastructure manager)
36	Highway A1 (section E within the Silesian voivodship)	Generalna Dyrekcja Dróg Krajowych i Autostrad (General Director for National Roads and Motorways)
38	Beskidzka Integration Road S52	Generalna Dyrekcja Dróg Krajowych i Autostrad (General Director for National Roads and Motorways)
38	S11 Kępno - A1 node Piekary Śl. (section in Śląskie and Opolskie Voivodeships)	Generalna Dyrekcja Dróg Krajowych i Autostrad (General Director for National Roads and Motorways)

The main owners of medium priority projects are:

- PKP Polskie Linie Kolejowe (Polish railway infrastructure manager)
- Správa železnic, s.o. (Czech railway infrastructure manager)
- General Director for National Roads and Motorways
- Ředitelství silnic a dálnic (road infrastructure manager)

## 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 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 programme will be terminated, it is necessary to create new financial programme (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-Czech border.

Table 10. Timetable - projects with high priority

No.	Project name	Time	Term
<b>Railway transport projects</b>			
1	Project of high-speed line Ostrava - Přerov and Feasibility study of high-speed lines Ostrava - Katowice	2026 - 2029	Long-term
2	Reconstruction of infrastructure of the railway junction Ostrava (RFC5)	2025 - 2034	Long-term
3	Project of reconstruction infrastructure of the border crossing station Petrovice u Karviné	start of preparatory work 2020 - 2022 (completion of reconstruction) (Preparatory work - 2020, reconstruction of Dětmárovice railway station Reconstruction of both track tracks, Závada branch, Petrovice u Karviné railway station - 2021 Completion of the reconstruction of Petrovice u K. railway station and Dětmárovice railway station - 2022	Short-term
4	Railway line Dětmárovice - Petrovice u K. - crossing border PR, BC (including reconstruction station Dětmárovice and branching-off point Závada)	2020 - 2022	Short-term
5	Infrastructure reconstruction of the railway lines Bohumín-Vrbice - Chačupki and Bohumín - Chačupki including railway turn Pudlov	2023	Mid-term
6	Connection line (triangle) between lines 305B and 306A in the direction of Přerov - Mošnov and increase of	2024	Mid-term

	capacity in stations Sedlnice-Bartošovice and Sedlnice		
7	Construction of siding and publicly accessible terminal of combined transport in Mošnov (support of development of international combined transport)	1.8.2019 - 1.1.2022	Short-term
8	Reconstruction of infrastructure of selected railway stations on RFC 5 (extension of trucks for freight trains 740 m long)	2021 - 2027	Long-term
11	Works on the railway line 287 (Nysa - Opole)	2021	Short-term
12	Works on the E30 / E65 line	2019 - 2023	Mid-term
13	Improvement of transport services by improving the technical condition of railway lines No. 140 and 158 on the Rybnik - Chałupki section	2017 - 2020	Short-term
14	Works on the Chybie - Żory - Rybnik - Nędza lines (140, 148, 157, 159, 173)	2017 - 2020	Short-term
15	Works on the C-E 65 railway line, section Chorzów Batory - Tarnowskie Góry - Karsznice - Inowrocław - Bydgoszcz - Maksymilianowo	2023	Mid-term
16	Works on the railway line 93 Trzebinia - Oświęcim - Czechowice-Dziedzice	to November 2021	Short-term
19	Works on the E59 Kędzierzyn-Koźle - Chałupki railway line	no data	Long-term
20	Revitalization of the railway line No. 190 Zebrzydowice - Cieszyn	no data	Long-term
21	Revitalization of the railway line No. 131	no data	Long-term
22	Project of optimalization railway section Ostrava-Kunčice (without) - Ostrava-Svinov/Polanka nad Odrou	2023 - 2025	Mid-term
<b><i>The special railway projects eliminating or reducing bottlenecks</i></b>			
See no. 1	Project of high-speed line Ostrava - Přerov and Feasibility study of high-speed lines Ostrava - Katowice	2026 - 2029	Short-term
See no. 2	Reconstruction of infrastructure of the railway junction Ostrava (RFC5)	2025 - 2034	Long-term
See no. 5	Infrastructure reconstruction of the railway lines Bohumín-Vrbice - Chałupki and Bohumín - Chałupki including railway turn Pudlov	2023	short-term
See no. 6	Connection line (triangle) between lines 305B and 306A in the direction of Přerov - Mošnov and increase of capacity in stations Sedlnice-Bartošovice and Sedlnice	2024	Mid-term
See no. 12	Works on the E30 / E65 line (priority for line 93)	2019 - 2023	mid-term

See no. 13	Railway line no.140 and 158 on the Rybnik - Chałupki section (priority for line 158)	2017 - 2020	Mid-term
See no. 19	Works on the E59 railway line (line 151 - priority) (Kędzierzyn-Koźle - Chałupki)	no data	long-term
See no. 20	Works on the railway line 190 Bielsko-Biała - Cieszyn (priority)	no data	long-term
See no. 22	Project of optimalization railway section Ostrava-Kunčice (without) - Ostrava-Svinov/Polanka nad Odrou	2023 - 2025	Mid-term
41	Information technologies of railway infrastructure managers and unification of dispatching management	2022	Short-term
<b>Inland waterways projects</b>			
23	Inland waterway transport - Oder Waterway - Gliwice Canal	2030	Long-term
24	Inland waterway transport - Oder Waterway - Modernization of the Odra dams in the section Regional Water Management Board in Wrocław - Opole Voivodeship	Step I: 2016 - 2021 Step II: 2020-2023	Short - term/mid-term
25	Inland waterway transport - Oder Waterway - Modernization of locks and draft a short section in the Regional Water Management Board Wrocław - Opole Voivodeship	2030	Long-term
26	Inland waterway transport - Oder Waterway - Construction of a weir flap on the degree of water Mouth Nysa	2023	Mid-term
27	Inland waterway transport - Odra-Danube (on the national part of the Koźle-Ostrava section)	above 2030	Long-term
28	Inland waterway transport - Silesian Canal	above 2030	Long-term
<b><i>The special inland waterway projects eliminating or reducing bottlenecks</i></b>			
See no. 27	Inland waterway transport - Odra-Danube (on the national part of the Koźle-Ostrava section)	above 2030	Longer-term
See no. 28	Inland waterway transport - Silesian Canal	above 2030	Longer-term
<b>Road transport projects</b>			
37	Expressway S1 Pyrzowice - Bielsko-Biała	Section 1: 2018 - 2021 Section 2: 2021 - 2024 Section 3: 2021 - 2024	Short-term Mid-term Mid-term
40	Road transport - Northern bypass of Kędzierzyn-Koźle	2020-2022	Short-term
<b><i>The special road projects eliminating or reducing bottlenecks</i></b>			
42	Construction of the Euroterminal Sławków connector with S1	above 2030	Long-term

Table 11. Timetable - projects with medium priority

No.	Project name	Time	
<b>Railway transport projects</b>			
9	Optimization (double tracking) and electrification of railway line Ostrava-Kunčice - Frýdek-Místek	2023 - 2025	Mid-term
10	Optimization and electrification of railway line Frýdek-Místek (without) - Frenštát pod Radhoštěm	2025 - 2027	Long-term
17	Improving the quality of transport services by improving the technical condition of the railway line No. 143 on the Kalety - Kluczbork section	2023	Mid-term
18	Works on the E-30 Kędzierzyn-Koźle - Opole Zachodnie railway line (priority)	2021	Short-term
<b>Road transport projects</b>			
29	D48 Frýdek-Místek, bypass	09/2019 - 07/ 2022	Short-term
30	D56 Frýdek-Místek, connection to D48	2018 - 2023	Mid-term
31	I/67 Karviná, bypass	2020 - 2023	Mid-term
32	I/58 Příbor - Skotnice	2017 - 2020	Short-term
33	D48 Rybí - Rychaltice	2017 - 2021	Short-term
34	I/11 Opava, western part of the northern bypass	Years of implementation of the western part of the north. bypass: 2020 -2023 Year of completion of the entire bypass: 2027 (long-term) Call for tenders (western part of the north-east): until 5.5.2020 Eastern part of the north. The bypass was completed in October 2019.	Mid-term
35	I/57 Krnov - north-west bypass	2017 - 2021	Short-term
36	Highway A1 (section E within the Silesian voivodship)	2019 - 2022	Short-term
38	Beskidzka Integration Road S52	2024 - 2027	Long-term
39	S11 Kępno - A1 node Piekary Śl. (section in Śląskie and Opolskie Voivodeships)	Section 1 i 2: 2024-2026 Section 3: 2020-2022 Section 4: 2023-2025	Short/mid/long-term

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



In terms of modes of transport, in the cross-border area of PL-CZ, 23 projects were indicated in the field of rail transport, 13 projects were indicated in the field of road projects and 6 projects were indicated in the field of inland waterways, which gives a total of 42 projects. Among the mentioned projects, short-, medium- and long-term ones were listed. In the short-term period (until 2022), 15 projects were selected for implementation. In the medium term (until 2025), 12 projects were planned, while in the long term (until 2030), 15 projects were planned. When prioritizing the projects, the team of experts concluded that:

- all inland waterways projects (6) have a high priority,
- 19 projects have a high priority among railway projects (i.e. about 83% of railway projects),
- among the road projects, 3 projects were given high priority, which constitutes 23.5%.

## 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 centres) 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 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)
- Správa železnic, s.o. (Czech railway infrastructure manager)
- Ministry of Marine Economy and Inland Navigation
- Polish Waters Holding
- General Director for National Roads and Motorways
- ŘVC and Moravskoslezský kraj

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-modal 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 Investment and Development (PL), Ministry of Finance (PL), Ministry of Maritime Economy and Inland Navigation (PL), Ministry of Infrastructure (PL), Ministry of Transport (Cz). 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), Moravian - Silesian Region (CZ).

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:

- 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;
- 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).

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