



# Annual Meetings 2020

## D.T3.2.4

---

West Pomerania

Version 1

04.2021

---

# 1. Meeting documentation

## 1.1. Meeting overview

Annual Meetings 2020	1
PP (number), host	PP7 CETC-EGTC LTD.
Date, location or online	22nd April, 2021, online
Form of meeting <sup>1</sup>	Virtual via Zoom
Number and type of participants	7 - representatives of the CETC-EGTC, Szczecin and Swinoujscie Seaports Authority, University of Szczecin, Maritime University of Szczecin

## 1.2. Summary of the meeting

On April 22<sup>nd</sup>, the CETC-EGTC Ltd. hosted the first meeting of the advisory board. The aim of the meeting was to present current information on the advancement of the preparation of a Draft Roadmap for Westpomeranian Region. This meeting was a part of a dialogue conducted by CETC-EGTC with key regional stakeholders/ advisory board members.

The meeting was also aimed at inviting key stakeholders to discuss for the purpose of exchanging opinions related to the implementation conditions of the Investment indicated in reports previously prepared under T1.

A key stakeholders indicated in 1.3 were invited to the meeting. Representatives of the Marshal's Office - Department of Infrastructure and Transport were unable to attend the meeting, therefore telephone consultations were conducted with them.

Meeting agenda:

1. Opening of the meeting, welcome guests and introduction
2. Information on project activities
3. Discussion

Ad.2

The meeting of the advisory board was held on the same day as the first capacity building workshop, so the advisory board members had the opportunity to learn about the project's activities during the first presentation. In addition, the objectives of the implementation of the Roadmap and the objectives of the Westpomeranian Region in the area of transport consisting in sustainable development of the transport corridor connecting the Baltic Sea Region with Central and South-Eastern Europe using more environmentally friendly forms of transport were discussed. Improving the effectiveness and efficiency of

---

<sup>1</sup> Physical, virtual, 1 to 1, recorded video sent to the participants



rail freight transport to the port of Szczecin and reducing the negative externalities generated by the transport of the Szczecin port hinterland remain the most important issues. It is also extremely important to effectively link rail and shipping transport. At present, rail access to a part of the port is based on a branch line across the inadequate bridge over Gdanska Street. Adding a second bridge would increase the capacity of the connection and provide an alternative to secure transshipment operations during repair or failure.

According to the participants of the meeting, the transport of cargo by rail has significantly decreased in popularity over the past several years, and despite access to loading facilities, in most cases rail is not competitive with cheaper and faster road transport. Regional research allows concluding that problems with insufficient capacity and inadequate technical standard are most common on the existing railway network. Insufficient capacity and inadequate technical standards also apply to sections in the TEN-T core network of the Baltic - Adriatic corridor, e.g. 01/E59. In the section Świnoujście Przytór - Świnoujście Port the lack of electric traction on one of the tracks causes high capacity restrictions. This is particularly important for freight transport in the holiday season, when the line is also used by long-distance passenger trains.

Among the reasons for the lack of competitiveness of the railway transport, the members of the advisory board did not mention the poor condition of the line infrastructure. They rather pointed to the insufficient density of unloading sidings to deliver the product to the geographically dispersed market and to the need to form block trains, which does not correspond to the implemented business strategy. This means that in order to increase the popularity of rail transport, it is necessary not only to improve the parameters of railway lines, but also to invest in the density of unloading points and changes in the offer of operators.

Participants of the meeting agreed that the West Pomerania (as a regional administration) can act as a mediator, enabling cooperation between cargo shippers and operators and infrastructure managers, supporting the launch of, for example, linear intermodal transport to the most important logistics centres in the country or inspiring the construction of new sidings. A second area of support would probably be the provision of own contribution to scientific/research projects carried out by regional stakeholders.

At the request of the participants, a part of the meeting was devoted to the issue of financing various types of projects, within the framework of the Regional Operational Programme, Interreg Programmes and the regional budget.

#### Ad.3

Among the investments discussed was the reconstruction of the railway bridge over the Regalica River. A question was also asked about the expected timing of further investment intentions to fully modernise line 273 as part of the National Railway Programme.

Municipal investments which would have a positive impact on the development of rail freight transport were widely discussed.

Participants mentioned the agreements signed between the Szczecin and Świnoujście Port Authority with the ports of Rijeka (2017) and Trieste (2019), which will influence the development of rail transport between the Baltic and Adriatic Sea Region.



### 1.3. Annex

#### - Participants list

Name and Surname	Organisation
Marta Ciesielska	CETC-EGTC Ltd, Westpomeranian Region
Krzysztof Żarna	CETC-EGTC Ltd, Westpomeranian Region
Andrzej Baron	Szczecin and Swinoujscie Seaports Authority
Bartosz Pilecki	University of Szczecin
Jakub Dowejko	University of Szczecin
Jarosław Jaworski	University of Szczecin
Stanisław Iwan	Maritime University of Szczecin