

D.T1.4.3 - DEFINITION OF POTENTIAL POLICY MEASURES - WEST POMERANIA (CETC - EGTC)

Work paper

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1) Introduction

The railway network of Western Pomerania is characterized by a relatively low density (5.3 km / 100 km²) compared to the national average of 6.3 km / 100 km². This is due to the shape of the settlement network and the liquidation of railway lines built by PKP Polskie Linie Kolejowe S.A., at the turn of the 20th and 21st centuries. The currently operated railway lines ensure relatively efficient transport between the cities of the voivodeship, communicating them with smaller centers. The condition of railway lines, especially on some sections where speed limits are applied for safety reasons, requires modernization. On the West Pomeranian railway network, a significant share of railway lines is non-electrified. The line parameters limit the possibility of creating timetable enabling efficient handling of freight and passenger transport.

The voivodeship provides rolling stock to handle regional passenger traffic, however, it has no competence in the construction and modernization of infrastructure and the provision of freight transport.

The challenge for the Region is not only to restore and modernize railway connections, but also not to close down some of them, as it happens in the case of the lack of financing of investments from national or EU funds.

In order to ensure the development of rail transport and make it competitive with road transport, the framework conditions that are in responsibility of national and partly regional administration must be improved. A key challenge is to ensure long-term sustainable rail transport development by leveraging national and UE resources.

2) List of policy measures (linked to Priority list of action - D.1.4.2)

Action/measure (from deliverable 1.4.2)	Policy measure	Policy document to be addressed	Process description	Stakeholders involved	Time frame
Construction of the Szczecin Podjuchy Most - Dziewoklicz link	Regional infrastructure policy that supports in planning, financing and frame-conditions National program for the development of inland infrastructure	Transport Development Policy of the West Pomeranian Voivodeship until 2030 The Odra-Vistula Flood Management Project	The strengthening of the links between rail freight and maritime transport requires national funding. The funds must be provided in the new financial perspective so that the whole project is implemented.	PKP Polskie Linie Kolejowe S.A., Ministry of Infrastructure	6 years



Reconstruction of the railway line No. 411 on the Stargard - Pyrzyce section	Regional infrastructure policy that supports in planning, financing and frame-conditions National program for supplementing local and regional railway infrastructure	Transport Development Policy of the West Pomeranian Voivodeship until 2030 Kolej Plus Programme	The reconstruction of railway line can only be carried out with the involvement of state funds, as municipalities and regions do not have sufficient funds and competence in this regard. Financing of investment should be ensured after passing the multi-criteria evaluation and qualification for implementation under the Kolej Plus Programme.	PKP Polskie Linie Kolejowe S.A., Ministry of Infrastructure Westpomeranian Region	6 years
Reconstruction of the railway line No. 422 on the Pyrzyce - Głazów section and the railway line No. 410 on the Barnówko - Myślibórz - Głazów section	Regional infrastructure policy that supports in planning, financing and frame-conditions National program for supplementing local and regional railway infrastructure	Transport Development Policy of the West Pomeranian Voivodeship until 2030 Kolej Plus Programme	The reconstruction of railway line can only be carried out with the involvement of state funds, as municipalities and regions do not have sufficient funds and competence in this regard. Financing of investment should be ensured after passing the multi-criteria evaluation and qualification for implementation under the Kolej Plus Programme.	PKP Polskie Linie Kolejowe S.A., Ministry of Infrastructure, Westpomeranian Region	6 years
Reconstruction of the railway line No. 410 on the Głazów - Barlinek - Pełczyce - Choszczno section, alternative variant - Głazów - Barlinek - Pełczyce - Krzęcin - Rębusz (Pełczyce - Rębusz in a new route)	Regional infrastructure policy that supports in planning, financing and frame-conditions National program for supplementing local and regional railway infrastructure	Transport Development Policy of the West Pomeranian Voivodeship until 2030 Kolej Plus Programme	The reconstruction of railway line can only be carried out with the involvement of state funds, as municipalities and regions do not have sufficient funds and competence in this regard. Financing of investment should be ensured after passing the multi-criteria evaluation and qualification for implementation under the Kolej Plus Programme.	PKP Polskie Linie Kolejowe S.A., Ministry of Infrastructure, Westpomeranian Region	6 years
Construction of the Western Bypass of Szczecin, section Dołuje - Police Chemia with the construction of new linkages Dołuje - Kościno (429/408) and Stobno Szczecińskie - Warzymice (408/409). Electrification of the above-mentioned sections.	Regional infrastructure policy that supports in planning, financing and frame-conditions National program for the development of railway infrastructure	Transport Development Policy of the West Pomeranian Voivodeship until 2030 National Railway Programme until 2023	The Western Railway Bypass of the City of Szczecin has been in the concept phase for many years. Currently, a road bypass will be implemented, which is at the stage of contractor selection. It is necessary to properly prioritize railway investment and ensure financing from national funds.	PKP Polskie Linie Kolejowe S.A., Ministry of Infrastructure, Police Chemical Plant, Police Seaport Authority, Westpomeranian Region, Association of Szczecin Metropolitan Area	9 years
Reconstruction of the railway line No. 429 on the section Stobno Szczecińskie Dołuje - Dobra Szczecińska	Regional infrastructure policy that supports in planning, financing and frame-conditions National program for supplementing local and regional railway infrastructure Adaptation to the requirements of the TEN -T network	Transport Development Policy of the West Pomeranian Voivodeship until 2030, National budget Kolej Plus Programme	The reconstruction of railway line can only be carried out with the involvement of state funds, as municipalities and regions do not have sufficient funds and competence in this regard. Financing of investment should be ensured after passing the multi-criteria evaluation and qualification for implementation under the Kolej Plus Programme.	PKP Polskie Linie Kolejowe S.A. Westpomeranian Region, Dobra Commune	6 years
Construction of the second track on line 273, section Szczecin Podjuchy - Szczecin Port Centralny SPA, including the widening of the bridge over the Regalica River	Regional infrastructure policy that supports in planning, financing and frame-conditions National program for the development of inland infrastructure	Transport Development Policy of the West Pomeranian Voivodeship until 2030 The Odra-Vistula Flood Management Project	The strengthening of the links between rail freight and maritime transport requires national funding. The funds must be provided in the new financial perspective so that the whole project is implemented.	PKP Polskie Linie Kolejowe S.A, "Polish Waters", Szczecin and Swinoujście Seaports Authority	6 years



Electrification of line 408 on the section Szczecin Gumieńce - state border and line 409 on the sect. Szczecin Gumieńce - the state border	Regional infrastructure policy that supports in planning, financing and frame-conditions National program for the development of railway infrastructure	Transport Development Policy of the West Pomeranian Voivodeship until 2030 National Railway Programme until 2023	Placing the investment on the list of investment projects planned in the new perspective as a continuation of the previous project. Due to delays on the German side (notified to the Polish institutions in 2016), it was decided to only partially implement the investment. The implementation of the investment must be ensured, so as to ensure the efficient flow of cargo between Szczecin and Berlin.	PKP Polskie Linie Kolejowe S.A., Westpomeranian Region, The city of Szczecin, Kołbaskowo Commune	6 years
Electrification of railway lines 210 (Runowo Pomorskie - Szczecinek - (Chojnice) and 402 (Goleniów - Kołobrzeg)	Regional infrastructure policy that supports in planning, financing and frame-conditions National program for the development of railway infrastructure	Transport Development Policy of the West Pomeranian Voivodeship until 2030 National Railway Programme until 2023	Placing the investment on the list of investment projects planned in the new perspective as a continuation of the previous project. Due to insufficient allocation in the 2014-2020 perspective, the project was only partially implemented.	PKP Polskie Linie Kolejowe S.A. , Ministry of Infrastructure,	9 years
Improvement of operational parameters to the D3 standard (221 kN, min.600m) on lines: 202, 210, 402, 403, 404, 405, 406, 407, 408, 409, 418, 430, 431	Regional infrastructure policy that supports in planning, financing and frame-conditions National program for the development of railway infrastructure	Transport Development Policy of the West Pomeranian Voivodeship until 2030 National Railway Programme until 2023	Placing the investments on the list of investment projects.	PKP Polskie Linie Kolejowe S.A. , Ministry of Infrastructure,	9 years
Construction or reconstruction of the Service Infrastructure Facilities within the following stations: Łobez, Chociwel, Trąbkki, Stargard Kluczewo, Złocieniec, Chojna, Krzywín Gryfiński, Gryfino, Bierzwník, Dolice, Kolin, Reptowo, Ustronie Morskie, Ploty, Dałęcino, Grzmiqca, Karlino, Dygowo, Szczecin Niebuszewo, Trzebież Szczeciński, Kamień Pomorski, Szczecin Gumieńce, Dębno Lubuskie, Dołuje, Pyrzyce, Mysłibórz, Barlinek, Pełczyce	Regional infrastructure policy that supports in planning, financing and frame-conditions National program for the development of railway infrastructure	Transport Development Policy of the West Pomeranian Voivodeship until 2030 National Railway Programme until 2023	Placing the investments on the list of investment projects	PKP Polskie Linie Kolejowe S.A. , Ministry of Infrastructure,	9 years
Improvement of the operational parameters of the remaining the Service Infrastructure Facilities in accordance with the class of adjacent lines (D3 - 221 kN)	Regional infrastructure policy that supports in planning, financing and frame-conditions National program for the development of railway infrastructure	Transport Development Policy of the West Pomeranian Voivodeship until 2030 National Railway Programme until 2023	Placing the investments on the list of investment projects	PKP Polskie Linie Kolejowe S.A. , Ministry of Infrastructure,	9 years
Construction of new stations on lines 351 and 401 enabling the crossing and overtaking of trains (at least two	Regional infrastructure policy that supports in planning, financing and frame-conditions	Transport Development Policy of the West Pomeranian Voivodeship until 2030 National Railway Programme until 2023	Placing the investments on the list of investment projects	PKP Polskie Linie Kolejowe S.A. - the Polish railway infrastructure manager	9 years

<i>additional main tracks): Szczecin Zdunowo, Szczecin Załom, Łożnica, Mokrzyca</i>	<i>National program for the development of railway infrastructure</i>				
<i>Modernization and expansion of port infrastructure in Szczecin and Świnoujście</i>	<i>Regional infrastructure policy that supports in planning, financing and frame-conditions Development of maritime transport, inland waterways and multimodal connections from the Cohesion Fund</i>	<i>Transport Development Policy of the West Pomeranian Voivodeship until 2030 Operational Program Infrastructure and Environment 2014-2020</i>	<i>Ensuring further financing of investments ensuring the development of rail transport in the port areas</i>	<i>PKP Polskie Linie Kolejowe S.A, Szczecin and Swinoujście Seaports Authority</i>	<i>9 years</i>

3) Process

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

Numerous stakeholders from the transport sector in Westpomeranian Region have been involved to select the political measures. The first preliminary list was prepared on the basis of the own analysis of the Westpomeranian Region carried out in connection with the preparation of the Transport Development Policy of the West Pomeranian Voivodeship until 2030. Then regional stakeholders were consulted via telephone to discuss their needs relating to both infrastructure development and rail transport policy change. In the next step the list was discussed with the Advisory Board and other regional stakeholders participating in the project meetings.

From the point of view of stakeholders, the most important investments are those that enable the development of intermodal transport.

2) Who will ensure that potential policy measures will be realized and followed up and how (referring to stakeholders in the policy measures table)?

The Westpomeranian Region (regional self-government) will carry out supporting and lobbying activities to meet the needs of the network of regional and interregional connections in West Pomerania, resulting from the national programs. The Westpomeranian Region will also ensure the appropriate priority of rail transport in the regional Transport Policy and other strategic documents.

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

The policy measures represent a summary of numerous individual projects that were discussed by the stakeholders. The analysis of investment priorities is effective when it is carried out with a smaller group of stakeholders who are interested in a given area. However, the projects / investments themselves should find a place in several political measures. at the local, regional and national level, in order to ensure the support of decision-makers at different levels.

4) Which constraints (obstacles, risks) are expected in its realization?

The biggest problem with the implementation of these policy measures will be the financing, The implementation of activities in the field of rail cargo transport are possible with obtaining external funds, both European and national. If funds are not provided, investments will not be realized or will be suspended / partially completed.

4) Conclusion

The modern market of rail services is facing the challenge of responding to the growing needs of customers in terms of the quality of services provided, while facing competition of road transport. Railway infrastructure as one of the basic foundations of competitiveness is a kind of backbone of the economy, which is why it is so important for ensuring effective functioning and development of the economy. It is essential to undertake broader measures to improve the efficiency and quality of rail transport services. Rail and intermodal transport face many problems that reduce competitiveness that do not exist in road transport. The removal of barriers would allow enterprises to use rail transport much more willingly and more often. One of the elements improving rail transport is ensuring the appropriate quality of line and point infrastructure. The most important policy measures are the modernization/reconstruction of railway lines so that they meet operational and market demands. Activities for rail transport can be implemented at various levels, however, it is up to the national institutions to ensure financing of infrastructure investments and to implement plans developed together with local and regional stakeholders. Ensuring the sustainable development of railway infrastructure and appropriate prioritization of investments affects the competitiveness of Polish regions and the competitiveness of rail transport.