D.T1.2.1 Report
D.T1.2.3 Strategic workshop 05.2020

Selection and prioritisation of cross-border projects for implementation (border CZ - PL)

Report: Selection and prioritisation of cross-border projects for implementation (border PL - CZ) (D.T. 1.2.3, D.T1.2.1)

Venue : Gliwice
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Responsible Partner:
PP1 Upper Silesian Agency for Entrepreneurship and Development LTD.

Contribution partners:
PP3 The Union for the Development of the Moravian Silesian Region
PP4 Transport Research Institute, JSC.
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2. Report

2.1. Introduction

The main objective of the report is to present infrastructure projects that will enable the implementation of strategic assumptions related to the development of multimodal transport on the Poland-Czech Republic border in relation to the entire TRITIA area (see Fig. 1).

Figure 1 - Region Tritia

The basis for the presentation and prioritization of projects were the strategic assumptions contained in the White Paper, strategic goals for the development of multimodal transport in the TRITIA area, 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 programs 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 for the development of multimodal transport on the PL-CZ border in relation to the entire TRITIA area on the basis of the transport model and workshop.
- Identification of new projects developing multimodal transport at the PL-CZ border, which are 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 for the development of multimodal transport on the PL-CZ border), medium priority (medium importance for 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).

Each project includes a description: Project goals, project topics with the maps and level of importance (priority) with justification. Projects for rail, road and water transport are described separately.

2.2. List of projects

The list of projects implemented under the action plan on the Poland-Czech Republic border has been compiled on the basis of planned and implemented projects in these two countries. It is emphasized that the projects are of international, national and regional nature and directly relate to the development of multimodal transport on the border of the examined border. The following strategic programs and activities were used to develop the list of projects:

Poland:

- Strategy for Responsible Development until 2030 (Strategia na Rzecz Odpowiedzialnego Rozwoju do 2030)
- Strategy for the Sustainable Development of Transport until 2030 (Strategia zrównoważonego rozwoju transport do orku 2030)
- Operational Programme Infrastructure and Environment (Program Operacyjny Infrastruktura i Środowisko) (2014-2020)
- National Railway Program (Krajowy Program Kolejnictwa) (until 2023)
- Regional Operational Programme (Śląskie and Opolskie Voivodeship) (until 2023)
- Development Strategy of the Transport System of the Śląskie Voivodeship (Strategia Rozwoju Systemu Transportu Województwa Śląskiego)
- Transport Plan for the Opole Voivodeship 2020 -perspective 2025 (Plan Transportowy Województwa Opolskiego 2020 – perspektywa 2025)

- Development Strategy of the Silesian Voivodeship "Śląskie 2020+" (Strategia Rozwoju Województwa Śląskiego „Śląskie 2020+")
- Program for Silesia (Program dla Śląska)

Czech Republic:

- Development of transport infrastructure until 2050 (in original „Rozvoj dopravní infrastruktury do roku 2050")
- White Paper - Public Transport Concept 2015-2020 with a view to 2030 (in original „Bílá kniha - Koncepce veřejné dopravy 2015-2020 s výhledem do roku 2030")
- Concept of development of transport infrastructure of the Moravian-Silesian region (in original „Koncepce rozvoje dopravní infrastruktury Moravskoslezského kraje")

The list of projects is divided into rail, road and water transport projects. Projects developing rail and water transport are considered as priorities. However, there are projects that, with regard to the development of multimodal freight transport, should be carried out in the field of road transport. The projects presented in Table 1 are in the zero scenario.

Table 1. List of planned and implemented projects

No.	Projects
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 Dětmarovice – Petrovice u K. – crosssing border PR, BC (including reconstruction station Dětmarovice 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 - Mošnov and increase of 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)
8	Reconstruction of infrastructure of selected railway stations on RFC 5 (extension of trucks for freight trains 740 m long)
9	Optimalization (double tracking) and electrification of railway line Ostrava-Kunčice - Frýdek-Místek
10	Optimalization 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 (priority)
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 optimalization railway section Ostrava-Kunčice (without) – Ostrava-Svinov/Polanka nad Odrou
Inland waterways projects	
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 Wroclaw - 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
Road transport projects	
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 Krnov – 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 Piekary Śl. (section in the Śląskie and Opolskie voivodships)
40	Road transport - Northern Ring Road of Kędzierzyn-Koźle

2.3. Bottlenecks in the development of multimodal transport on the Poland-Czech Republic border

Table 2 presents the bottlenecks for rail transport on the PL-CZ border. The list was 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 - Mąkołowiec	2	1484	1141	218	1457	73	511	1870	126,0%
5	CZ301A-5	Třinec - Český	2	1687	568	611	2429	122	854	2033	120,5%

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)
		Těšín nákl. nádr.									
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%
9	PL131-1	Chorzów Stary - Bytom Północny	2	791	238	210	794	40	280	728	92,0%
10	PL131-3	Tarnowskie Góry - Zwierzyniec	2	966	322	451	257	13	91	864	89,4%
11	CZ301A-4	Bystřice n. Olší - Třinec	2	1967	550	327	2429	122	854	1731	88,0%
12	CZ301D-2	Odb. Chotěbuz - Albrechtice u Č.Těšína	2	1421	478	390	839	42	294	1162	81,8%
13	CZ305B-9	Jistebník - Studénka	2	2373	1090	786	149	8	56	1932	81,4%
14	CZ301A-2	Mosty u Jabl.st.hr. - Návsí	2	2135	450	380	2429	122	854	1684	78,9%
15	CZ301A-3	Návsí - Bystřice n. Olší	2	2338	540	380	2429	122	854	1774	75,9%
16	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, 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 - Zwierzyniec - 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 Mošnov 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 - Chałupki 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 - Chałupki);
- railway line 190 Bielsko-Biała - Cieszyn - priority;

Furthermore, 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

2.4. Projects resulting from the analysis of the intermodal transport model and bottleneck analysis

Table 3 show the resulting of projects from the analysis of the intermodal transport model and bottleneck analysis.

Table 3. The special projects eliminating or reducing bottlenecks

No.	Projects
Railway transport projects	
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	Optimalization 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 optimalization railway section Ostrava-Kunčice (without) - Ostrava-Svinov/Polanka nad Odrou
Inland waterways projects	
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
Road transport projects	
42	Construction of the Euroterminal Sławków connector with S1

2.5. Detailed project description and prioritization

A detailed description of the projects includes:

- Project name
- Project goals
- Project priority with justification
- Project topics with the maps

Priorities are based on the following assumptions:

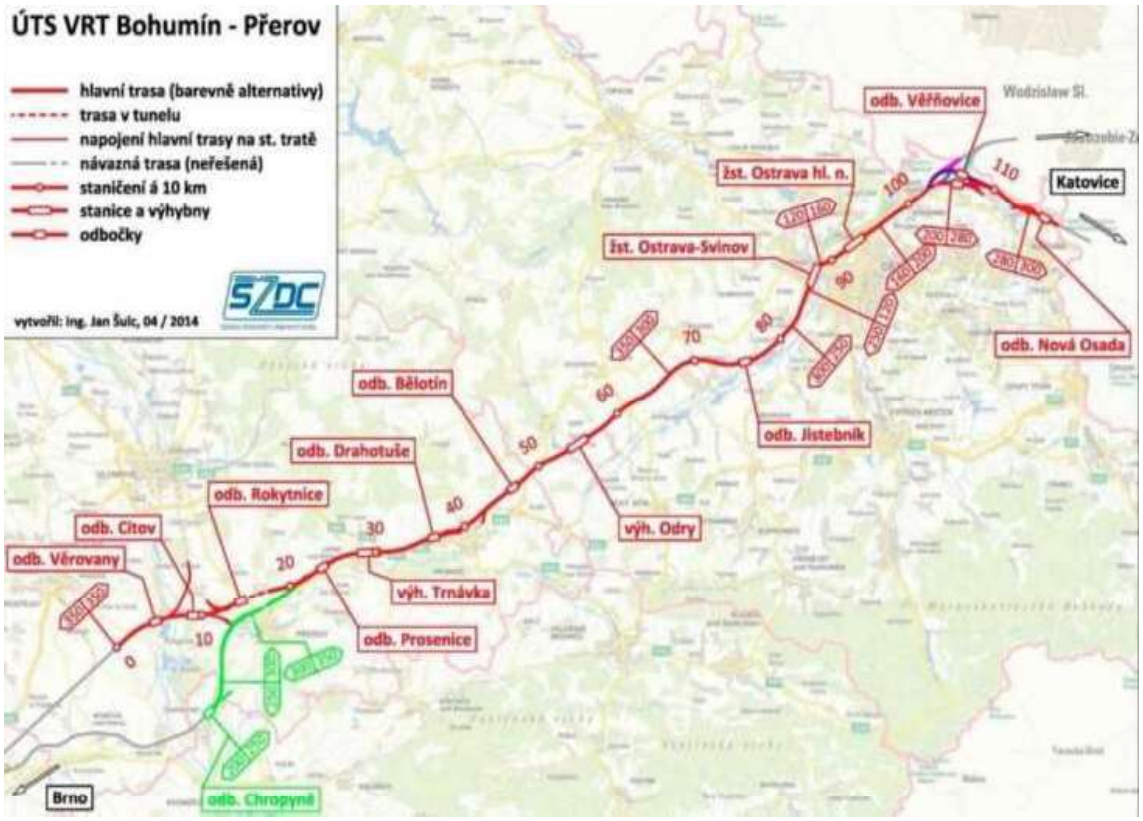
- High importance for the development of multimodal transport on the PL-CZ border - high priority
- Medium importance for the development of multimodal transport on the PL-CZ border - medium priority
- Low importance for the development of multimodal transport on the PL-CZ border - low priority

In addition, indicated the level of project implementation (national/regional/private).

2.5.1. Railway transport projects

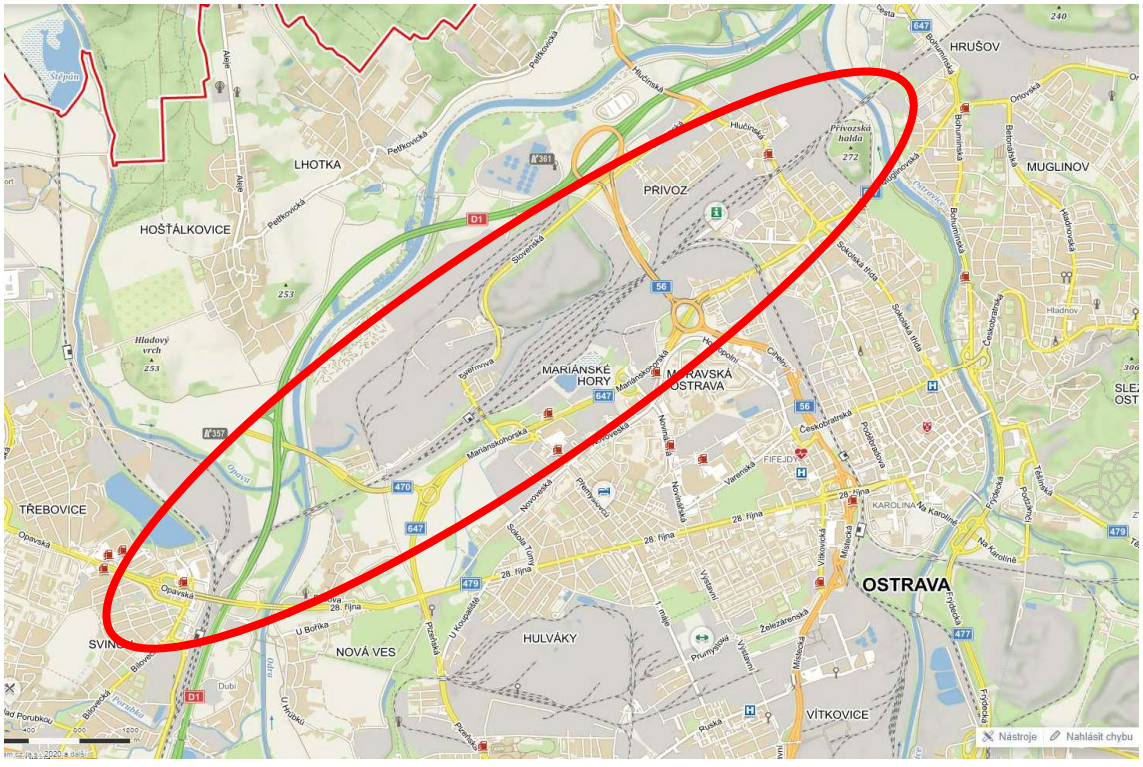
1. **Project: Project of high-speed line Ostrava - Přerov and Feasibility study of high-speed lines Ostrava - Katowice**

Project goals	Increasing speed for long-distance passenger transport thanks to the construction of a high-speed line in the section Ostrava - Přerov and further in the direction of Poland (to Katowice). Freeing up the capacity of the existing line (No. 305B - part of RFC 5) for freight transport by transferring express trains to a new high-speed line.
Project topics with the maps	line category: high-speed line length: 76.5 km (from Brodek u Přerova railway station - Ostrava-Svinov railway station) proposed speed: 250 - 350 km/h
Level of importance (priority) with justification	High National It is a construction on the TEN-T network of importance for international transport. Key transport connections in the north - south direction with national and international significance. It will enable a significant increase in capacity in this direction and an increase in freight transport.



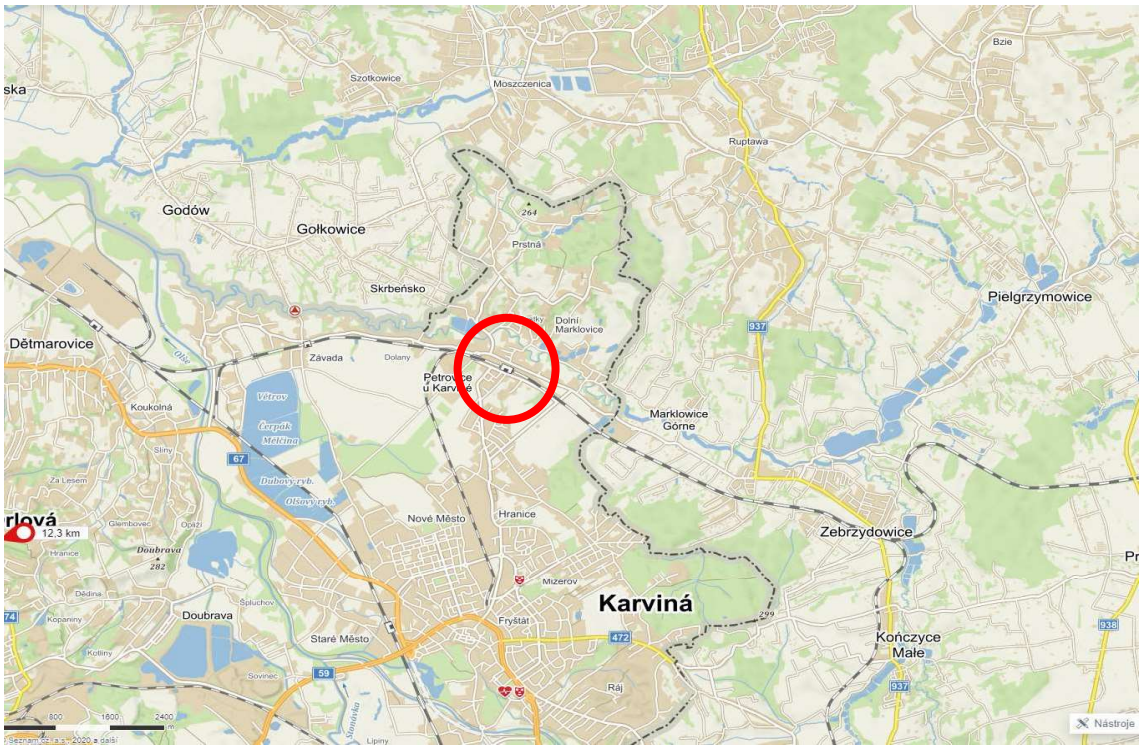
2. Project: Reconstruction of infrastructure of the railway junction Ostrava (RFC5)

Project goals	Modernization and increase of throughput of the Ostrava junction - for the processing of freight trains and the possibility of shutting down international freight trains that go to Poland to Slovakia.
Project topics with the maps	line category: TEN-T stationary line class for the section: Bohumín - Ostrava hl.n. - D4/120, C3/140 Ostrava hl.n. - Prosenice - D4/120, C3/160 proposed speed: 100 km / h axle pressure: (D4 - 22.5 t / axle, C3 - 20 t / axle) Construction of the 3rd track - length of the section 4.4 km (between the Ostrava-Svinov - Ostrava hl.n. railway station Construction of the 4th line - length of the section 3.3 km (between the Ostrava-Mariánské hory stop and the Ostrava hl.n. railway station
Level of importance (priority) with justification	High National It is a construction on the TEN-T network of importance for international transport. The Ostrava junction is a key location for freight transport on the RFC5 corridor.



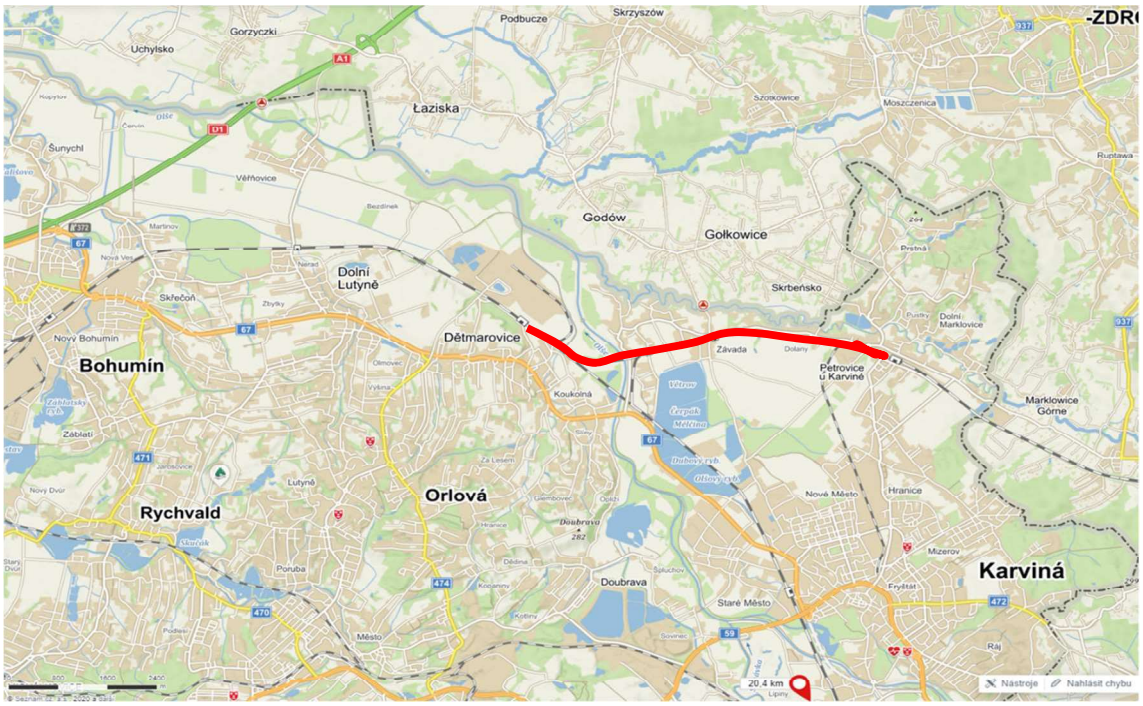
3. Project: Project of reconstruction infrastructure of the border crossing station Petrovice u Karviné

Project goals	Increasing the throughput of the border crossing station. It is the main crossing point for international trains to Poland, including combined transport trains (containers).
Project topics with the maps	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
Level of importance (priority) with justification	High National It is a construction on the TEN-T network of importance for international transport. It is the most important border crossing station for trains between the Czech Republic and Poland with insufficient capacity parameters.



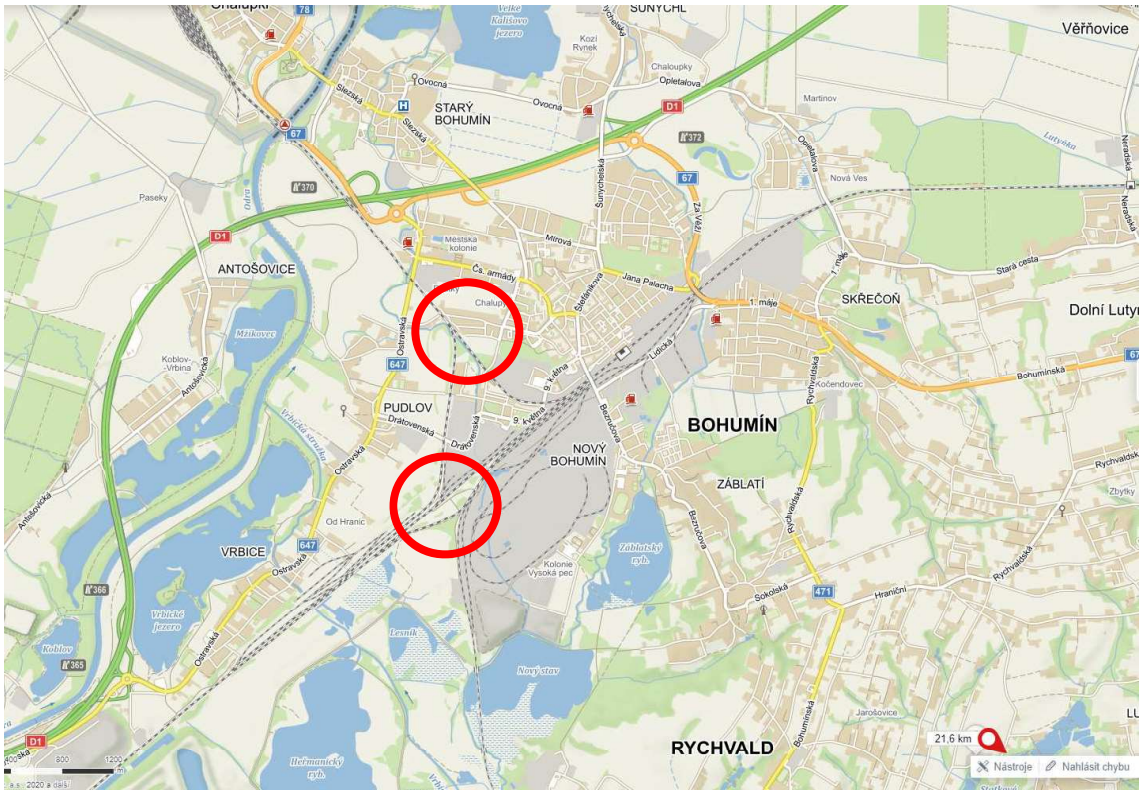
4. Project: Railway line Dětmarovice - Petrovice u K. - crosssing border PR, BC (including reconstruction station Dětmarovice and branching-off point Závada)

Project goals	Increasing the speed and throughput of the track. Line 301B / part of the RFC5 corridor leading to the Petrovice u Karviné border crossing station.
Projectopics with the maps	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) The construction includes the reconstruction of the Dětmarovice railway station, modification of the line at a higher speed.
Level of importance (priority) with justification	High National It is a construction on the TEN-T network of importance for international transport.



5. Project: Infrastructure reconstruction of the railway lines Bohumín-Vrbice - Chałupki and Bohumín - Chałupki including railway turn Pudlov

Project goals	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).
Project topics with the maps	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 (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).
Level of importance (priority) with justification	High National It is a construction on the TEN-T network of importance for international transport.



6. Project: Connection line (triangle) between lines 305B and 306A in the direction of Přerov - Mošnov and increase of capacity in stations Sedlnice–Bartošovice and Sedlnice

Project goals	To enable direct diversion of freight trains and combined transport trains from line 305B (part of RFC 5 corridor) towards line 306A (and further to the prospective combined transport terminal in Mošnov) and to increase the possibility of stopping combined transport trains in front of the prospective combined transport terminal in Mošnov combined transport terminal in Mošnov.
Project topics with the maps	Track category 306A: regional track clutch length: 0.910 km proposed speed: 100 km/h Construction of a new link (triangle) between line 305B (part of the RFC5 corridor) at Studénka railway station and line 306A (Sedlnice-Bartošovice), establishment of a new track at Sedlnice-Bartošovice railway station and Sedlnice railway station.
Level of importance (priority) with justification	High National It is a construction on the TEN-T network of importance for international transport. It is a condition for full use of the Mošnov container terminal by freight transport without capacity restrictions of the existing infrastructure in the north-south direction.

7. Project: Construction of siding and publicly accessible terminal of combined transport in Mošnov

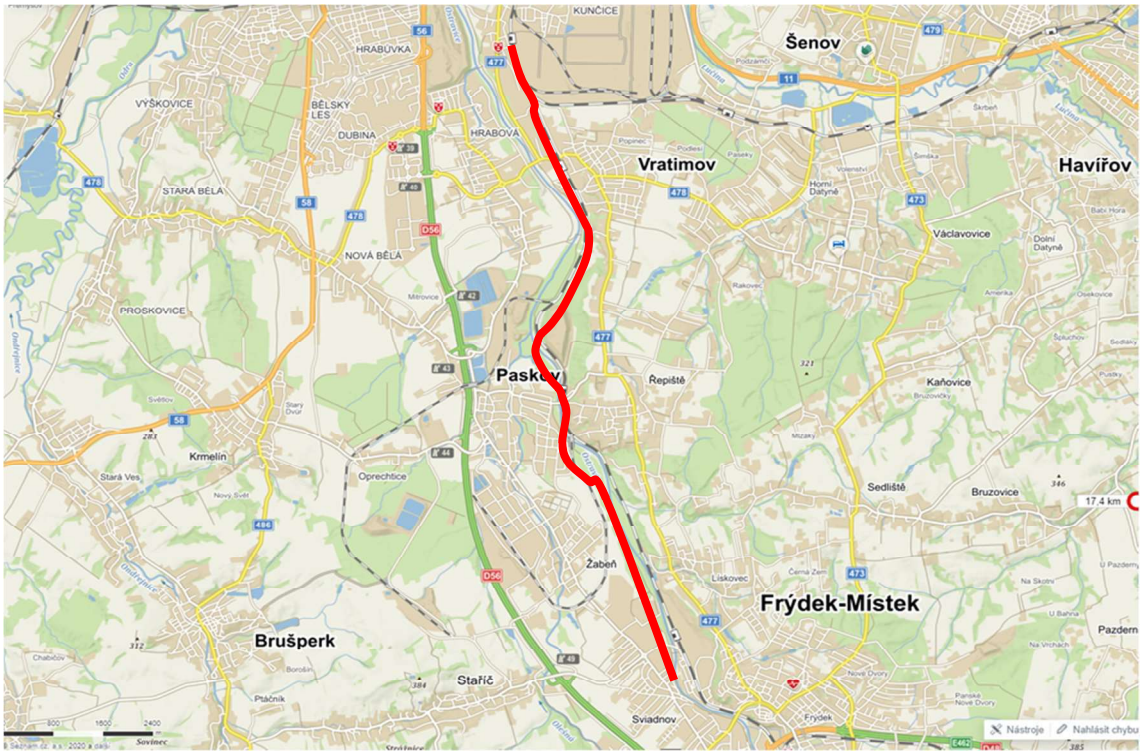
Project goals	To increase the volume and share of combined transport in the Ostrava region - construction of a combined transport terminal in Mošnov, which will be trimodal (connected to rail, road and air transport). Construction of siding and publicly accessible terminal of combined transport in Mošnov (support of development of international combined transport).
Project topics with the maps	Track category 306A: regional track length of tracks in the terminal: over 600 m (does not reach the length of 740 m)
Level of importance (priority) with justification	High National It is a construction on the TEN-T network of importance for international transport. The implementation of the terminal will enable the fundamental development of combined transport in the region and a significant increase in rail freight transport.

8. Project: Reconstruction of infrastructure of selected railway stations on RFC 5 (extension of trucks for freight trains 740 m long)

Project goals	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).
Project topics with the maps	line category: 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.
Level of importance (priority) with justification	High National It is a construction on the TEN-T network of importance for international transport. The extension of freight trains to the standard of 740 meters will allow to increase the transported load on one connection without the need to increase the capacity of the lines in other ways.

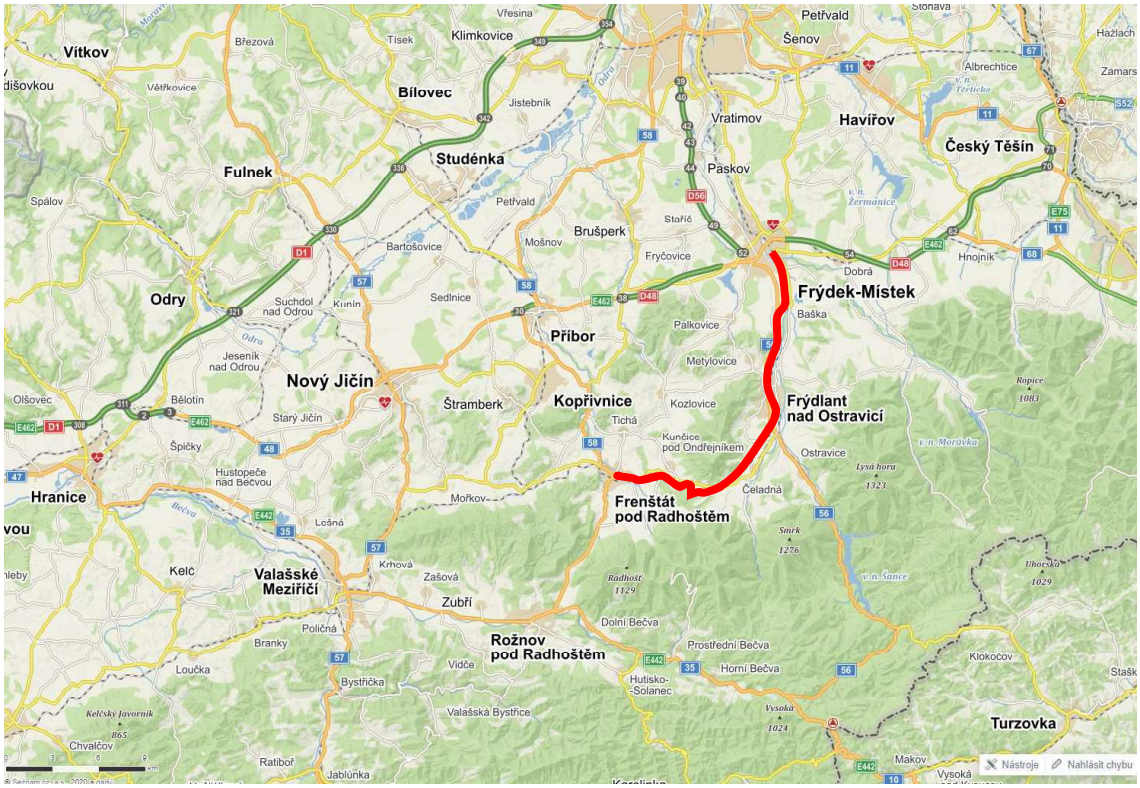
9. Project: Optimalization (double tracking) and electrification of railway line Ostrava-Kunčice - Frýdek-Místek

Project goals	Increasing the capacity of the 302A Ostrava Kunčice - Valašské Meziříčí line in the Ostrava-Kunčice - Frýdek-Místek section.
Project topics with the maps	track category: regional track length: 14,184 km proposed speed: 120 km/h Construction of a second line track 13.797 km long and electrification of tracks in the section Vratimov - Frýdek-Místek, extension of tracks in freight train stations to a length of 740 m, speed increase to 120 km/h.
Level of importance (priority) with justification	Medium Regional It is a construction on a regional railway with importance for national transport. It will increase the capacity in relation to the Paskov combined transport terminal.



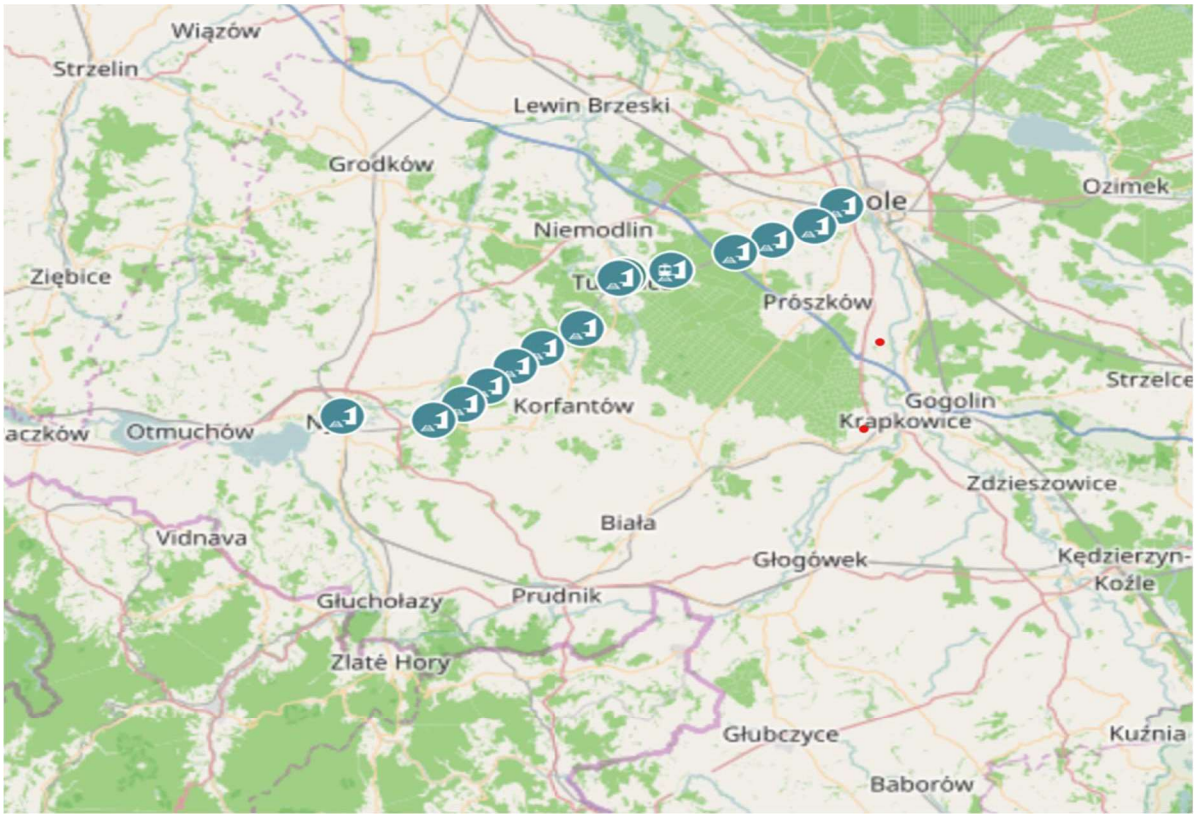
10. Project: Optimalization and electrification of railway line Frýdek-Místek (without) - Frenštát pod Radhoštěm

Project goals	Increasing the permeability of the line 302A Ostrava-Kunčice - Valašské Meziříčí in the section Frýdek-Místek (outside) - Frenštát pod Radhoštěm město/Ostravice.
Project topics with the maps	track category: regional track length: 40 km proposed speed: up to 160 km/h axle pressure: 22.5 t per axle
Level of importance (priority) with justification	Medium Regional It is a construction on a regional railway with importance for national transport and is used as a diversion route for the Hranice na Moravě - Ostrava line.



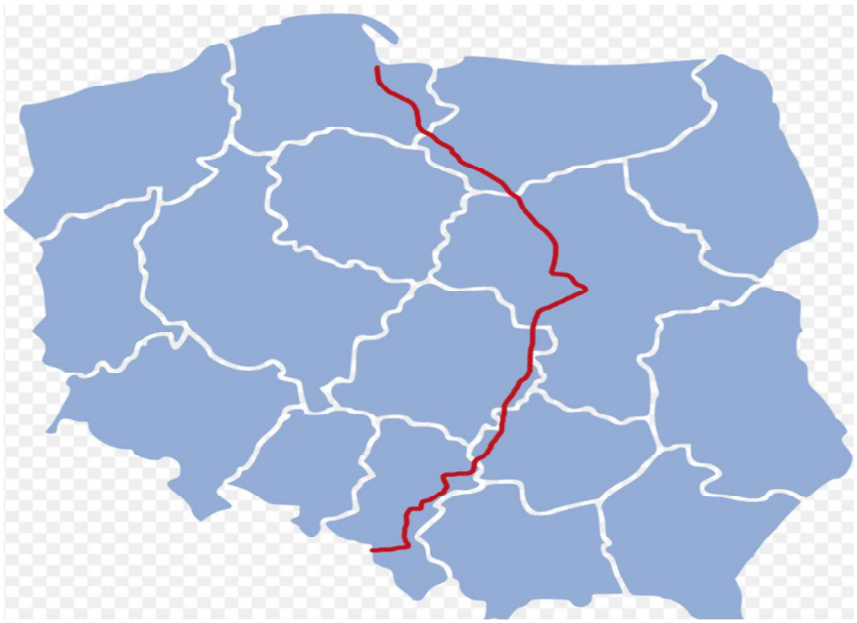
11. Project: Works on the railway line 287 (Nysa - Opole)

Project goals	Modernization of railway infrastructure - works on railway line 287 (Nysa-Opole)
Project topics with the maps	Railway line No. 287 Opole Zachodnie - Nysa - non-electrified single-track railway line with a length of 48.753 km. It is located entirely in the Opolskie Voivodeship. It is a single-track line, with the possibility of passing trains at stations. It connects Opole with Nysa. The line crosses Bory Niemodlińskie.
Level of importance (priority) with justification	high national feeds the tract to the border but is not a direct line connecting countries



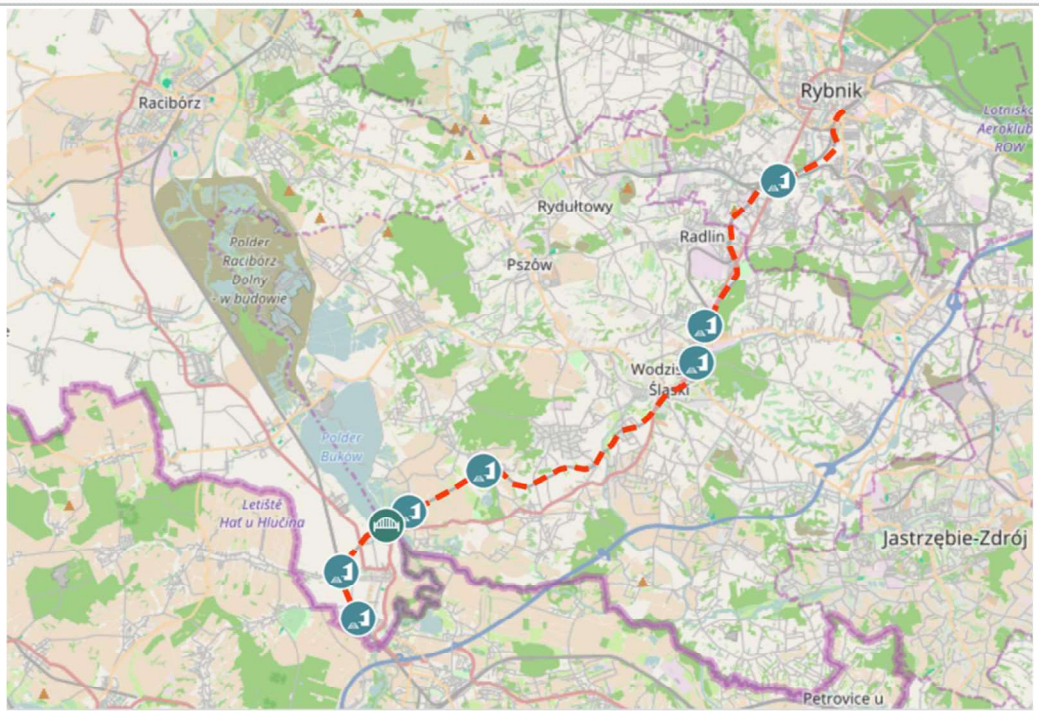
12. Project: Works on line E30 / E65 (including line 93)

Project goals	Works on the E30 / E65 line, including line 93, Będzin - Katowice - Tychy - Czechowice Dziedzice - Zebrzydowice [a) Works on basic passenger routes (E 30 and E 65) in the area of Silesia, stage I: line E 65, section Będzin - Katowice - Tychy - Czechowice Dziedzice - Zebrzydowice, LOT C section Most Wisła - Czechowice Dziedzice - Zabrzeg] [b) Works on the main passenger routes (E 30 and E 65) in the area of Silesia, stage I: line E 65, section Będzin - Katowice - Tychy - Czechowice Dziedzice - Zebrzydowice (flight B, D)] [c) Works on stand-by passenger routes (E 30 and E 65) in the area of Silesia, stage I: line E 65, section Będzin - Katowice - Tychy - Czechowice Dziedzice - Zebrzydowice (flight A1, A)]
Project topics with the maps	Railway line E 30 - a line belonging to the 3rd Pan-European Transport Corridor connecting Germany, Poland and Ukraine. The Polish section of this line, 677 km long, connects the most important centers and economic regions of southern Poland: Dolnośląskie Voivodeship, Opolskie Voivodeship, Śląskie Voivodeship, Małopolskie Voivodeship and Podkarpackie Voivodeship. To the west - from the Wrocław Główny station - through Legnica, Węgliniec to Zgorzelec, the E30 line is mainly used for regional traffic (trains of Koleje Dolnośląskie). In domestic passenger traffic, it is used by the IC "Nałkowska" train from Jelenia Góra - Białystok and Białystok - Jelenia Góra and by IC "Karkonosze", the same route, served by ED161 trains. Currently (until September 1, 2019), due to the renovation of the section of line 279 (Lubań - Węgliniec), in the case of IC "Nałkowska", traffic runs from the Węgliniec station, to which the Secondary Bus Transport departs from Jelenia Góra, the same in relation to Węgliniec. IC "Karkonosze" leaves Jelenia Góra over an hour later, taking a detour through Wałbrzych. In international passenger traffic, it is used by passenger trains spalované dopravy Wrocław - Dresden, Dresden - Wrocław in domestic and international freight. Railway line E 65 - transport sequence of international importance designated on the basis of the European Agreement on Main International Railway Lines (AGC) and on the basis of the European Agreement on Important International Combined Transport Lines and Associated Facilities (AGTC). The E 65 trunk line belongs to the VI European Transport Corridor connecting the Baltic states with the Adriatic Sea and Balkan countries. In Poland, the PKP PLK railway lines forming the E 65 route run longitudinally. The E 65 railway line in Poland runs through the following cities and towns: Gdynia - Warsaw - Zawiercie - Katowice - Zebrzydowice.
Level of importance (priority) with justification	High - National / international, but mainly passenger transport oriented, A line constituting a bottleneck in freight transport above the main in Tarnowskie Góry



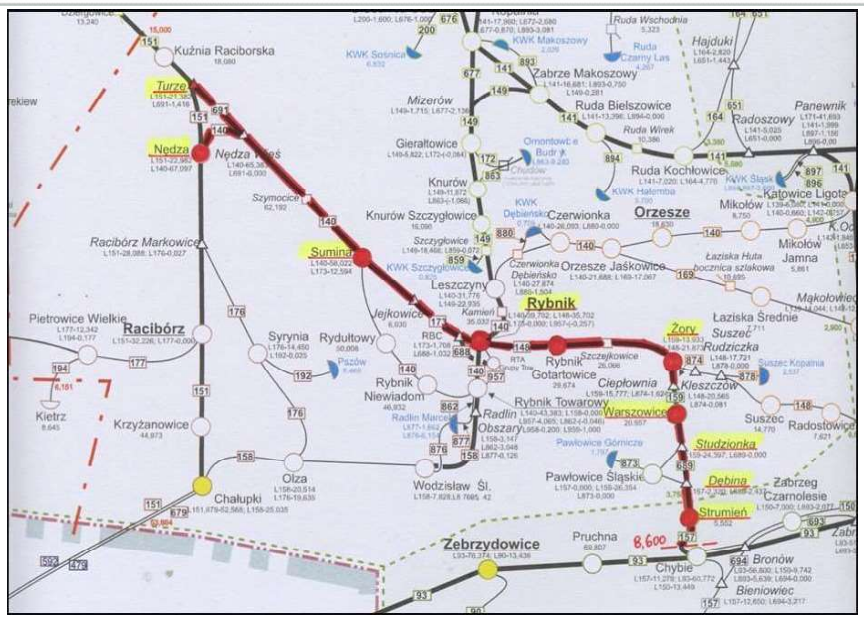
13. Project: Railway line No. 140 and 158 on the Rybnik – Chałupki section

Project goals	Improving of the technical condition of railway lines No. 140 and 158 on the Rybnik - Chałupki section
Project topics with the maps	Line 140 Railway line no. 140 - railway line in the Silesian Voivodeship, in Poland, connecting Katowice with Poverty, and thus with Racibórz and Kędzierzyn-Koźle via line no. 151. It was built in the years 1855-56. In the 1970s it was electrified along its entire length. It has two tracks on the sections: Leszczyna - Rybnik Towarowy and Sumina - Nędza. In mid-January 2017, PKP PLK signed a contract with the consortium of Trakcja PRKil, Strabag, Strabag Rail, Comsa and ZUE for the revitalization of line No. 140 on the Nędza - Sumina section as part of the task "Works on railway lines No. 140, 148, 157, 159, 173 , 689, 691 on the section Chybie - Żory - Rybnik - Nędza / Turze Line 158 Railway line no. 158 Rybnik Towarowy - Chałupki - a railway line in the south-western part of the Silesia Province. The entire length of the line is electrified, the section Rybnik Towarowy - Wodzisław Śląski has a double track, and the section Wodzisław Śląski - Chałupki has a single track. The line is a primary line on the Rybnik Towarowy - Wodzisław Śląski section and a secondary line on the Wodzisław Śląski - Chałupki section. Its entire length is a line of national importance It belongs to the regional branch of PKP Polskie Linie Kolejowe in Tarnowskie Góry
Level of importance (priority) with justification	High an important line of rail freight transport to the border with the Czech Republic



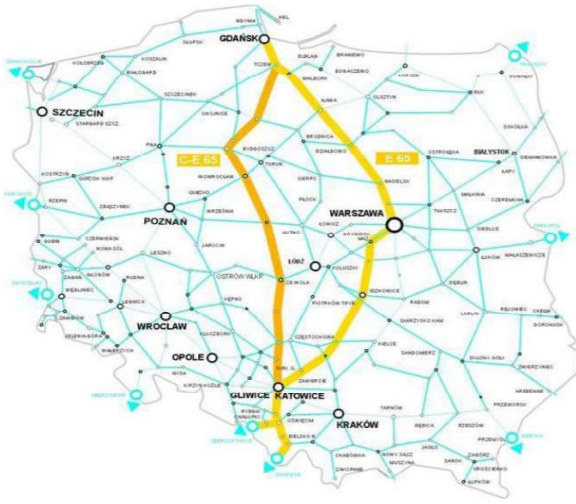
14. Project: Works on the Chybie - Żory - Rybnik - Nędza lines (140, 148, 157, 159, 173)

Project goals	Improving the technical condition of railway lines on the section Chybie - Żory - Nędza (140, 148, 157, 159, 173)
Project topics with the maps	The safety level has increased thanks to the installation of 129 new turnouts in the tracks. The units are equipped with electric heating for removing snow and ice. The refurbishment of 20 crossings was beneficial for road and rail traffic safety. Additional safety devices were installed on four of them. Monitoring, located at key intersections between railways and roads, ensures better supervision and the possibility of faster reactions. An important investment for freight traffic. The works increased the capacity on the railway lines of the Rybnik Okręg Węglowy, an important part of the southern bypass of the Katowice Railway Junction. Trains can pass faster and safer, e.g. across bridges, and this in turn increases the efficiency and competitiveness of ecological rail transport in relation to other means of communication.
Level of importance (priority) with justification	High Aimed at the elimination of bottlenecks in rail freight transport - it will largely affect passenger transport



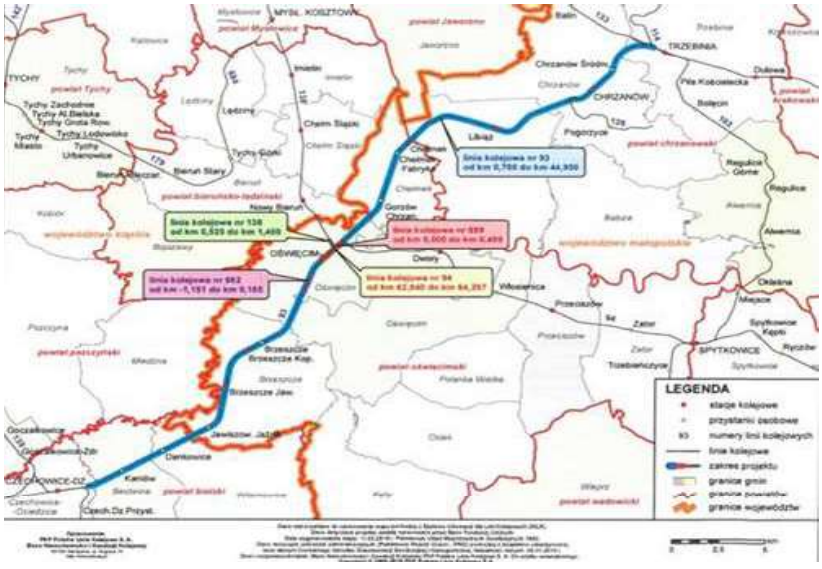
15. Project: Works on the C-E 65 railway line

Project goals	Works on the C-E 65 railway line, section Chorzów Batory - Tarnowskie Góry Karsznice - Inowrocław - Bydgoszcz - Maksymilianowo; Works on the C-E-65 railway line, on the Chorzów Batory - Tarnowskie Góry - Bydgoszcz section
Project topics with the maps	The project covers works on the C-E 65 railway line on the Chorzów Batory - Zduńska Wola Karsznice section, on the following sections of the railway lines: • No. 131 from km 5.900 to km 170.212, ie 164.312 km (TEN-T); • No.127 from km 26.922 to km 33.420, that is, 6.498 km (apart from TEN-T); • road no. 128 from km 26.939 to km 30.659, that is 3.720 km (apart from TEN-T); • No. 129 from km 39.975 to km 47.641, that is 7.666 km (apart from TEN-T); • No. 130 from km 39.940 to km 48.862, that is 8.922 km (apart from TEN-T); • No.132 from km 16.912 to km 18.920, ie 2.008 km long (TEN-T), • No.143 from km 0.841 to km 1.080, ie 0.239 km (except TEN-T); • No.145 from km 16.733 to km 18.033, i.e. 1,300 km (apart from TEN-T), • No.146 from km 47.390 to km 49.145, that is 1.755 km (except TEN-T), • No.161 from km 11.550 to km 12.975, i.e. 1.425 km (TEN-T); • No.165 from km 1.185 to km 1.285, that is 0.100 km (TEN-T); • No.181 from km -0.319 to km 1.221, that is 1.540 km (from km -0.245 to km 0.000 TEN-T); • road no. 542 from km 3.537 to km 7.434, that is 3.897 km (TEN-T); • No. 686 from km -0.540 to km 2.173, that is 2.713 km (TEN-T); • No. 687 from km 0.003 to km 2.219, that is 2.216 km (TEN-T); • No. 704 from km 0.277 to km 2.155, that is 1.888 km (TEN-T); • No.739 from -0.301 to 4.059 km, that is 4.360 km (except TEN-T). A total of 214,549 km of railway lines, including 178,794 km in the TEN-T. The works covered by the Project are located in the following voivodeships: Śląskie (Chorzów, Świętochłowice, Bytom, Tarnowskie Góry, Lubliniecki, Częstochowski, Kłobucki) and Łódzkie (Zduńska Wola, Łaski, Bełchatów, Pajęczański powiats). The material scope includes replacement of the track surface, replacement and reinforcement of the track, modernization and construction of engineering facilities, adaptation of stations and passenger stops to the needs of people with reduced mobility, modernization of existing crossings at the rail level, reconstruction, reconstruction of cubature facilities, construction of new control rooms, works from the traction network and traffic control industry.
Level of importance (priority) with justification	High - international transport corridor, a project important for the elimination of bottlenecks in the flow of goods



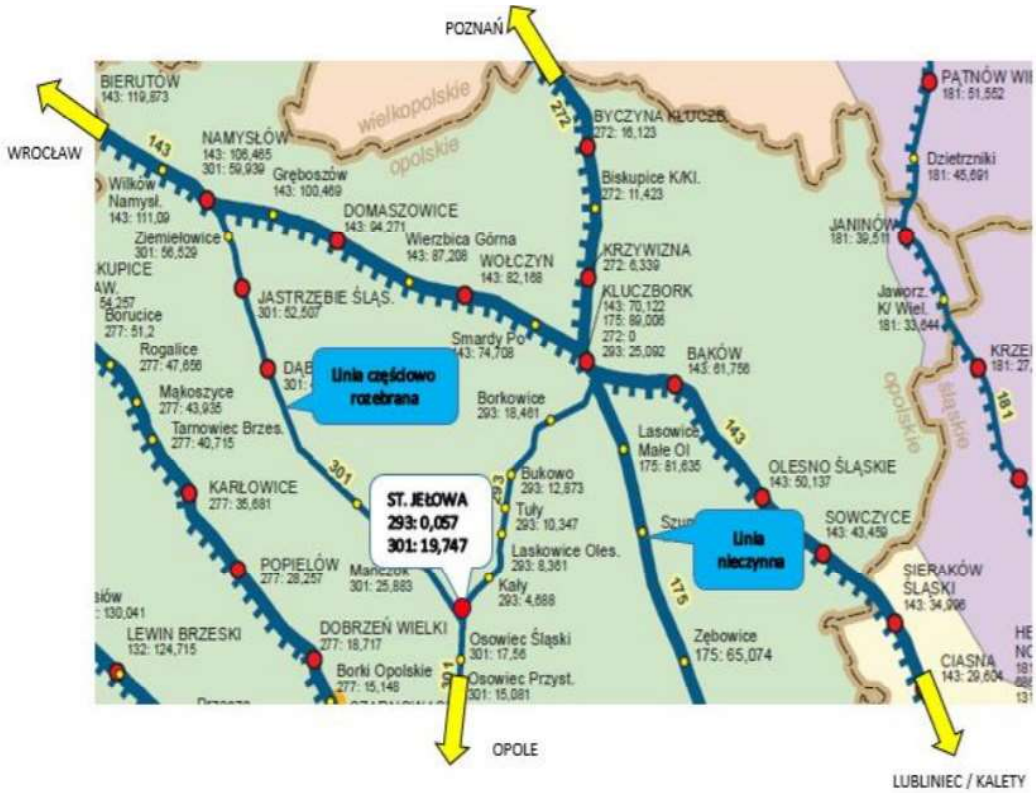
16. Project: Works on the railway line 93

Project goals	Improving of traffic flow along the railway line.
Project topics with the maps	Line 93: Trzebinia - Chrzanów - Libiąż - Oświęcim - Zebrzydowice (state border) Railway line No. 93 (marked in blue) connecting Trzebinia and Czechowice 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.
Level of importance (priority) with justification	High - an important border junction



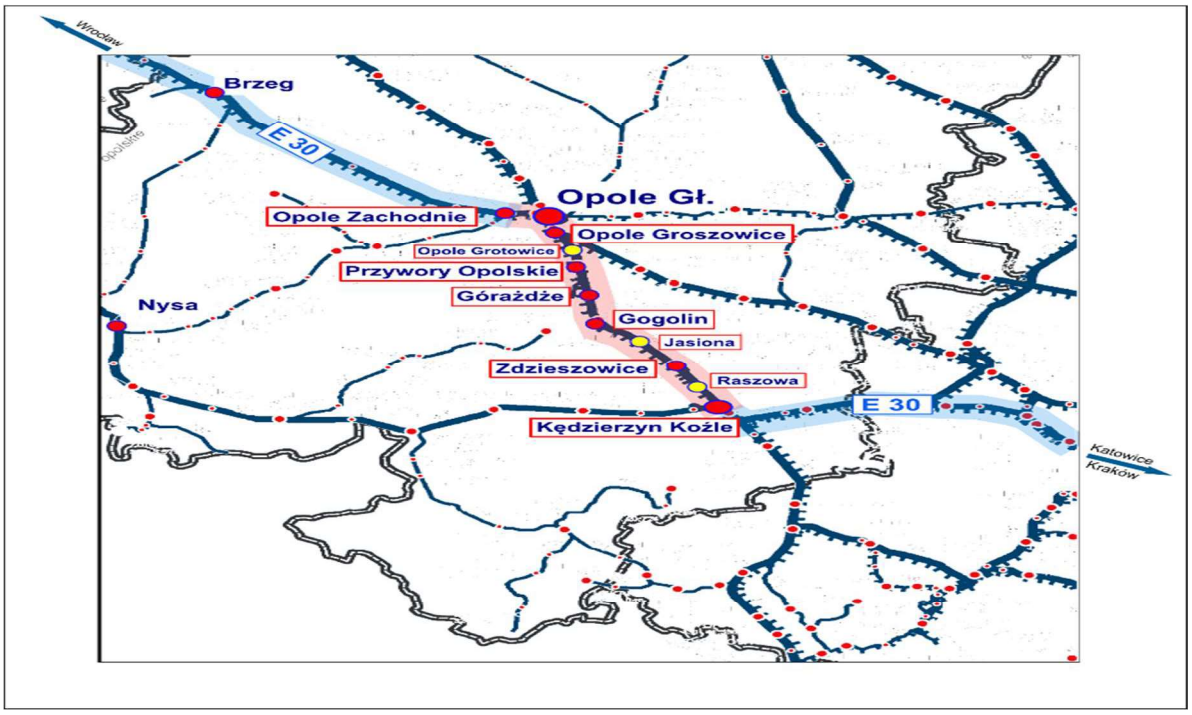
17. Project: Works on the railway line No. 143 on the Kalety - Kluczbork section

Project goals	Improving the quality of transport services by improving the technical condition of the railway line No. 143 on the Kalety - Kluczbork section
Project topics with the maps	The scope of the project includes the revitalization of the 69-kilometer section of the railway line No. 143 Kalety - Wrocław Mikołajów, on the section Kalety - Kluczbork, running through the provinces: Śląskie and Opolskie. The investment includes: improvement of transport services, increasing the use of rail transport by restoring the original design parameters of line No. 143, replacement of railway track and turnouts, repair of road surfaces at railway crossings, modernization of surface drainage.
Level of importance (priority) with justification	Medium - The line is not directly connected with the communication route to the state border, but it can act as a bottleneck



18. Project: Works on the E-30 Kędzierzyn-Koźle - Opole Zachodnie railway line

Project goals	Works on the E-30 Kędzierzyn-Koźle - Opole Zachodnie railway line (priority)
Project topics with the maps	The aim of the Project is to improve the quality of railway connections in passenger and freight traffic by adapting the railway line to the requirements of the TEN-T core network. Implementation of the Project will contribute to the improvement of the technical condition of the line, which will translate into an increase in the quality of railway services. Detailed objectives of the project: increasing the technical parameters of the line by increasing the speed of passenger trains to V = 160 km / h and freight trains to V = 120 km / h while maintaining the maximum axle load on the track 221 kN; improvement of line capacity (removal of bottlenecks), improving the frequency, connectivity and punctuality of connections; improving the safety of railway traffic, passengers, transported goods and road traffic at railway crossings.
Level of importance (priority) with justification	Medium - The line is not directly connected with the communication route to the state border, but it can act as a bottleneck



19. Project: Works on the E59 Kędzierzyn-Koźle - Chałupki railway line

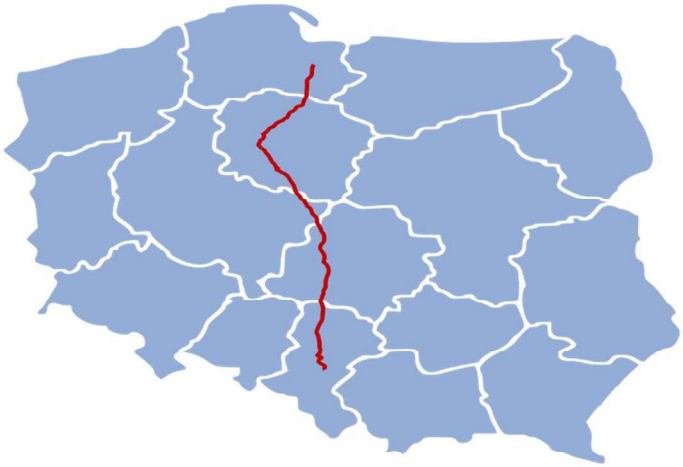
Project goals	Works on the E59 Kędzierzyn-Koźle - Chałupki railway line
Project topics with the maps	The line from Kędzierzyn Koźle to Chałupki is an important connection in the E 59 communication route, connecting the ports of Szczecin and Świnoujście with Silesia and the border crossing in Chałupki.
Level of importance (priority) with justification	High key line to the state border

20. Project: Revitalization of the railway line No. 190 Zebrzydowice - Cieszyn

Project goals	Revitalization of the railway line No. 190 Zebrzydowice - Cieszyn
Project topics with the maps	The scope of works includes the repair of engineering structures, replacement of tracks on a length of approx. 14 km, repair of turnouts and repair of the road surface at rail-road crossings.
Level of importance (priority) with justification	High A key line to the state border

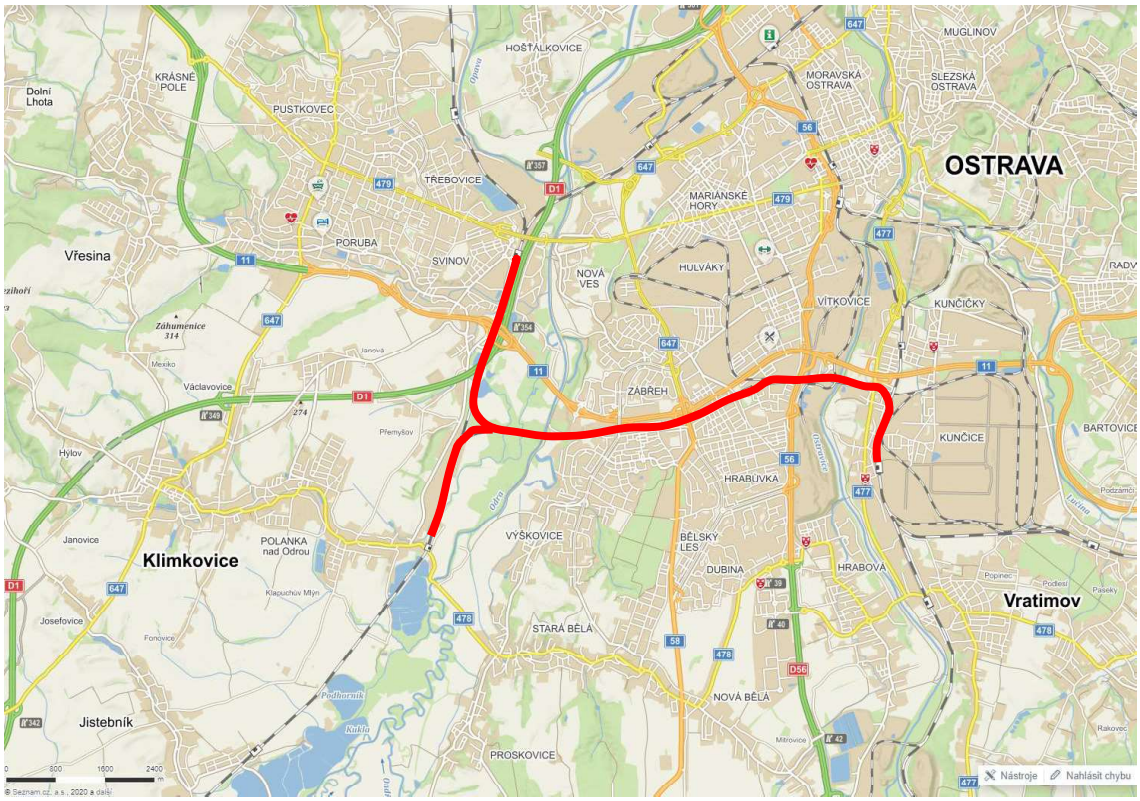
21. Project: Revitalization of the railway line No. 131

Project goals	Revitalization of the railway line No. 131 Chorzów Batory - Tczew, section Bydgoszcz Główna - Tczew Revitalization of the railway line No. 131 Chorzów Batory - Tczew, section Bydgoszcz Główna - Zduńska Wola - Chorzów Batory
Project topics with the maps	PKP Polskie Linie Kolejowe S.A. will modernize a total of 165 km of the railway line from Chorzów Batory to Zduńska Wola. The works will include the replacement of tracks, turnouts and overhead contact line. The speed of passenger trains will be increased to 140 km / h. Freight trains will run at speeds of up to 120 km / h. The new railway traffic control devices will ensure efficient handling of a greater number of freight trains. The construction of 4 new local control centers: Bytom, Tarnowskie Góry, Herby Nowe and Zduńska Wola Karsznice, will to a greater extent guarantee safe and smooth running of trains. Engineering facilities will be adapted to move traffic at higher speeds. The investment will include the renovation of nearly 180 structures - bridges, viaducts and culverts. The level of safety in rail and road traffic will also increase, including thanks to the modernization of 71 rail-road crossings.
Level of importance (priority) with justification	Medium - The line is not directly connected with the communication route to the state border, but it can act as a bottleneck



22. Project: Optimalization railway section Ostrava-Kunčice (without) - Ostrava-Svinov/Polanka nad Odrou

Project goals	Increasing the permeability of line 305 B (part of the RFC 5 corridor) in the section Ostrava-Kunčice (outside) - Ostrava-Svinov/Polanka nad Odrou.
Project topics with the maps	track category: national line in the TEN-T network length: 10 km proposed speed: 100 km/h axle pressure: D4 (22.5 t)
Level of importance (priority) with justification	High National It is a construction on the TEN-T network of importance for international transport. Following the Ostrava junction, it will improve the competitiveness and capacity of the railways in the Ostrava agglomeration.



2.5.2. Inland waterway projects

23. Project: Inland waterway transport - Oder Waterway - Gliwice Canal

Project goals	Modernization of the Gliwice Canal - reconstruction of the existing barrages and infrastructure of the Gliwice Canal, including the Odra River locks on the Gliwice Canal, on the section managed by the RZGW Gliwice - adaptation to the 3rd class of waterway - Stage II, along with the adaptation of the Canal to the Vb class waterway as the next stage of modernization works.
Project topics with the maps	The Gliwice Canal, part of the Odra Waterway managed by the RZGW in Gliwice, was built in the years 1934-1938 in place of the Kłodnica Canal existing from the beginning of the 19th century. It is a waterway connecting the Odra River with Gliwice in the Upper Silesian Industrial District. Its length is 40.60 km, the maximum depth of 3.50 m and the difference in water levels at the beginning and end of the canal is 43.60 m. The beginning of the canal is located in Kędzierzyn-Koźle at the 98th kilometer of the Odra River, and the end is in the port basin of the Gliwice Port . The canal runs through the Opolskie and Śląskie voivodships. It was divided by lock positions into the following sections: Kłodnica, Nowa Wieś, Sławięcice, Rudziniec, Dzierżno and Łabędy. Financing the modernization tasks of the Gliwice Canal was established from the Cohesion Fund. The entire modernization project was divided into three stages. In I, the locks of Łabędy, Dzierżno, Rudziniec and Kłodnica were modernized, divided into two phases. In the second stage, the Sławięcice and Nowa Wieś locks are modernized, and the third stage is planned for works in the shipping channel and hydrotechnical facilities accompanying the canal. In 2015, RZGW in Gliwice commissioned the preparation of the analysis entitled Preparation of preparatory works for the project "Modernization of the Gliwice Canal - preparatory works", POIS No. 7.5-20 to determine the scope of necessary works to adapt the Gliwice Canal to the requirements of class III waterway and indication of the scope of work and costs to adapt the Canal to the Vb class waterway as the next stage of modernization works. Contractor Tractebel Engineering S.A. in the course of the work, he analyzed the role of spatial solutions that developed significantly in terms of their impact on the environment, finally selecting the third option, including: – restoration of the good technical condition of the channel bed, – restoration of the good technical condition of the channel operating equipment, – restoration of the good technical condition of the canal's water management equipment, – restoring the canal as a class III waterway for the entire facility, – adaptation of the channel bed to the requirements of a Vb class waterway, – designating places for water tourism, – improvement of the condition of the Uniform Wold Surface (artificial) parts, The concept does not include the reconstruction of the sllues, because the existing slls are under the protection of the conservator and as such meet the width parameter defined for the international class. In order to obtain full class Va parameters on the channel, it is necessary to plan construction of new sluices, min. 120.0 m x 12.0 m x 4.0 m.
Level of importance (priority) with justification	high national an important section of the Odra Waterway

Fig. The course of the Gliwice Canal with locks

Projects no. 22 is a part of the design works planned on the Odra Canalised in the Expertise for the development of inland waterways in Poland for 2016-2020 with a perspective until 2030 [Ministry of Maritime Economy and Inland Navigation, Warsaw 2016], the total value of the projects was estimated at 2,931 PLN 50 million. The program of necessary investments in this section is presented in the table below.

Table. A program of necessary investments on the Canalised Oder to adapt to class Va

Lp.	Nazwa stopnia wodnego	DO ROKU 2020								DO ROKU 2030								
		Przebudowa/budowa jazu	Remont małej śluzy	Przebudowa małej śluzy	Remont dużej śluzy	Przebudowa dużej śluzy	Budowa nowej dużej śluzy	Przebudowa i budowa awanportów	Budowa przepławki	Przebudowa jazu	Remont małej śluzy	Przebudowa małej śluzy	Remont dużej śluzy	Przebudowa dużej śluzy	Budowa nowej dużej śluzy	Przebudowa awanportów	Budowa przepławki	Inne
1	Januszkowice	X	X	X	X			X	X									
2	Krępa									X	X	X	X			X	X	
3	Krapkowice		X			X		X		X							X	
4	Rogów											X				X		
5	Kąty									X	X	X	X			X	X	
6	Groszkowice									X	X	X	X			X	X	
7	Opole		X	X	X			X	X									
8	Wróblin	X							X		X	X	X			X		
9	Dobrzeń											X				X		
10	Chróścice											X				X		
11	Zawada									X	X	X	X			X	X	
12	Ujście Nysy	X	X		X	X		X	X									
13	Zwanowice	X							X									
14	Brzeg	X										X				X	X	X
15	Lipki													(X)	X	X		
16	Oława													(X)	X	X		
17	Ratowice				X	(X)									X			
18	Janowice																	
19	Bartoszyce													(X)	X	X		X
20	Zacisze													(X)	X	X		
21	Różanka													(X)	X	X		
22	Rędzin																	
23	Brzeg Dolny				X				X						X	X		
	RAZEM (ilość)	5	4	2	5	2		4	6	5	5	9	5	(5)	7	15	6	2
24	Malczyce – w budowie	X					X	X	X									
	Odcinek skanalizowany do Malczyc																	X
	Wrocławski Kanał Żeglugowy																	X

(X) – wariant alternatywny
– stopnie z 2 śluzami – małą i dużą klasy II i III
– stopnie z 1 śluzą – dużą klasy III
– stopnie z 2 śluzami – dużymi klasy III i IV
– stopnie z 1 śluzą – dużą klasy Vb

Source: Expertise on the development of inland waterways in Poland for 2016-2020 with a perspective until 2030; Ministry of Maritime Economy and Inland Navigation, Warsaw 2016.

24. Project: Inland shipping transport - Odrzańska Droga Wodna - Modernization of Odra weirs on the section managed by RZGW Wrocław - Opole voivodeship

Project goals	Modernization of the Odra weirs on the section managed by RZGW Wrocław - province Opole, stage I; (Januszkowice, Wróblin, Zwanowice) and stage II; (Krępa, Groszowice, Dobrzeń)
Project topics with the maps	Stage I covers the reconstruction of weirs on the barrages in the Opolskie Voivodeship: Januszkowice, Wróblin and Zwanowice. Project Location: – the Januszkowice barrage is located between the Kędzierzyn-Koźle and Krępno barrages, in km 105,600 of the Odra River, in the following communes: Reńska Wieś, Kędzierzyn-Koźle poviat (left bank) and Zdzieszowice, Krapkowice poviat (right bank); – the Wróblin barrage is situated between the Opole and Dobrzeń barrages, in 157,700 km of the Odra River, in the city of Opole; – Zwanowice barrage is located between the Ujście Nysy and Brzeg dams, in km 185,160 of the Odra River, in the municipalities of: Skarbimierz, Brzeg poviat (left bank) and Popielów, Opole poviat (right bank). Scope of the project: the project covers the reconstruction of sector weirs into flap weirs with hydraulic drive, as well as automatic and remote control, as well as the construction or reconstruction of accompanying facilities. Stage II includes the reconstruction of weirs on barrages in the Opolskie Voivodeship: Krępa, Groszowice and Dobrzeń. Project Location: – the Krępa barrage is located between the Januszkowice and Krapkowice barrages, in 114,500 km of the Odra River, in the Zdzieszowice commune, Krapkowski poviat; – the Groszowice barrage is situated between the barrages in Opole and Kąty, in 144,500 km of the Odra River, near the Groszowice district of Opole; – the Dobrzeń barrage is located between the Wróblin and Chruścice barrages, at km 163,900 of the Odra River, near the village of Dobrzeń Wielki. Scope of the project: as in stage I, each of the projects assumes the replacement of sectoral weir closures with hydraulic hatch closures and the necessary reconstruction of the concrete structures of pillars, abutments and spans.
Level of importance (priority) with justification	High The main objective of the investment is to improve the navigation of the Odra River waterway and restore transport capacity by ensuring a constant and stable level of water damming that guarantees navigation, which is particularly important in the aspect of plans to introduce the Oder Waterway to the international network of TEN-T corridors.

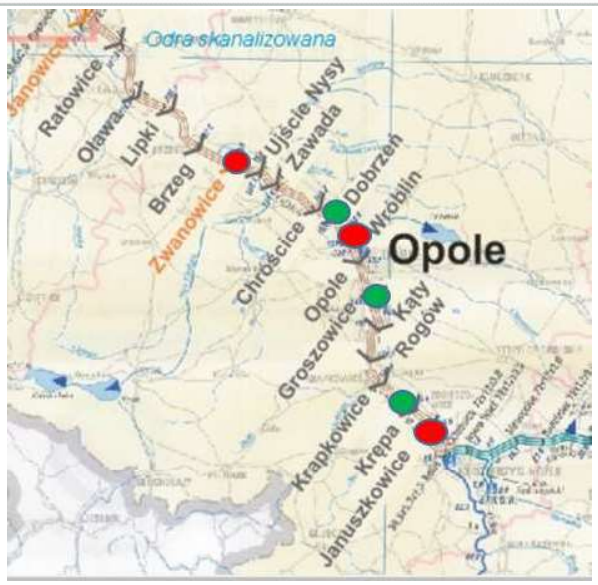


Fig. Water barrages on the Canalised Oder (project location)

Legend:

Stage I in red

Stage II in green

25. Project: Inland waterway transport - Oder Waterway - Modernization of locks and draft a short section in the Regional Water Management Board Wrocław - Opole Voivodeship

Project goals	Modernization of 3 long tractive locks with their avanports and controls on the steps: Januszkowice, Krapkowice and Opole, and revitalization of short locks for the continuity of inland navigation - adaptation of the Oder to the 3rd class of waterway
Project topics with the maps	The project involves the modernization of three locks in the Opolskie Voivodeship, on the Januszkowice, Krapkowice and Opole barrages. Project Location: – the Januszkowice barrage is located between the Kędzierzyn-Koźle and Krępno barrages, in km 105,600 of the Odra River, in the following communes: Reńska Wieś, Kędzierzyn-Koźle poviat (left bank) and Zdzieszowice, Krapkowice poviat (right bank); – the Krapkowice barrage is located between the Krępa and Rogów barrages, in km 122.800 of the Odra River, near the village of Krapkowice; – the Opole barrage, is located between the Groszowice and Wróblin barrages, 150.520 km of the Odra River, in the city of Opole. Project scope: The scope of the project includes the reconstruction or construction of a total of six locks on the Januszkowice, Krapkowice, Opole barrages and accompanying facilities such as switch tongues, slope stairs, wheelhouses, navigation signaling, lighting, mooring bollards, berths for work boats and facilities waiting in the queue for locking, avanports and land development, and in Krapkowice, additionally a siphon culvert, road embankment and bridges over the lower heads of the locks. The reconstruction of the locks will consist in changing their parameters and replacing all mechanical elements (drainage and irrigation systems, gates, actuators) and electrical components, including the inclusion of these devices in the automatic control system. After the completed construction sites and reconstructions included in the project, each of the water steps in question will have two efficient and modern locks, one with dimensions of 190 / 12m and the other with dimensions of 187 / 9.6m.
Level of importance (priority) with justification	High The main objective of the investment is to improve the navigation of the Odra River waterway and restore transport capacity by ensuring a constant and stable level of water damming that guarantees navigation, which is particularly important in the aspect of plans to introduce the Oder Waterway to the international network of TEN-T corridors.

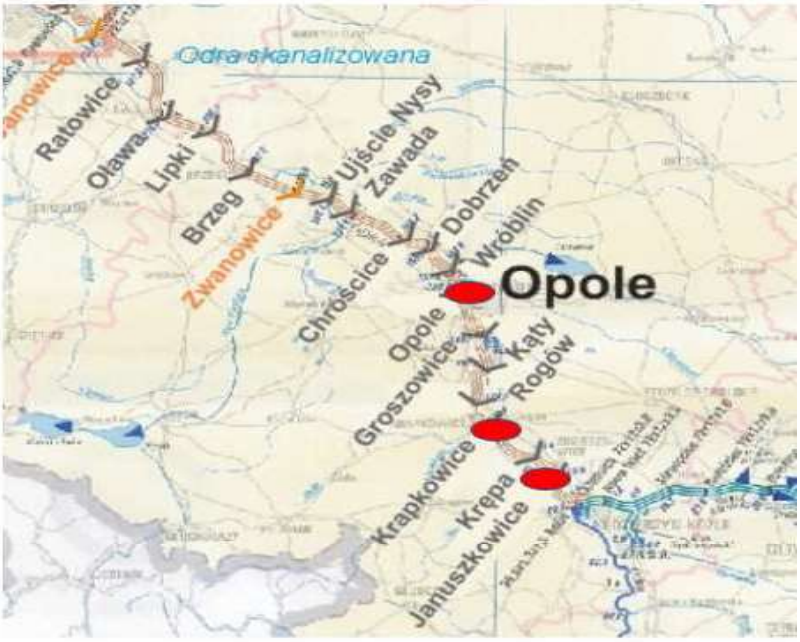


Fig. Water barrages on the Canalised Oder (project location)

26. Project: Inland waterway transport - Oder Waterway - Construction of a weir flap on the degree of water Mouth Nysa

Project goals	Construction of a flap weir at the Mouth of the Nysa barrage, including the accompanying facilities
Project topics with the maps	The project involves the construction of a flap weir on the water barrage of the Nysa Ujście in the Opolskie Voivodeship, in the Opolski poviat, in the Popielów commune and in the Brzeg poviat, in the Skarbimierz commune, at km 180.50 of the Odra River, taking into account the accompanying facilities Project scope: Demolition of the existing trestle-needle weir and construction of a new hydraulic flap weir with a fish ladder. Reconstruction of a small lock into a lock 12 m wide and 190 m long and at least 3.5 m deep at the thresholds, with the division of the chamber with the intermediate head into two parts (135 m and 55 m). Modernization of the existing train lock, including: renovation or demolition and reconstruction of concrete and brick surfaces of the chamber, platforms and heads, anti-corrosion protection, maintenance of drives, gates, as well as change of the lock control and power supply system. A hydraulic system for water transfer between adjacent locks. Reconstruction of the distribution dams between the locks and the weir on the upper and lower water sides, reconstruction of avant-ports. Shore regulation and insurance. Right edge correction from WG and WD below the lower head. The control room building under construction, the construction of a trans-shipment quay. Communication facilities such as roads, a footbridge over the locks and weir.
Level of importance (priority) with justification	High The main objective of the investment is to improve the navigation of the Odra River waterway and restore transport capacity by ensuring a constant and stable level of water damming that guarantees navigation, which is particularly important in the aspect of plans to introduce the Oder Waterway to the international network of TEN-T corridors.

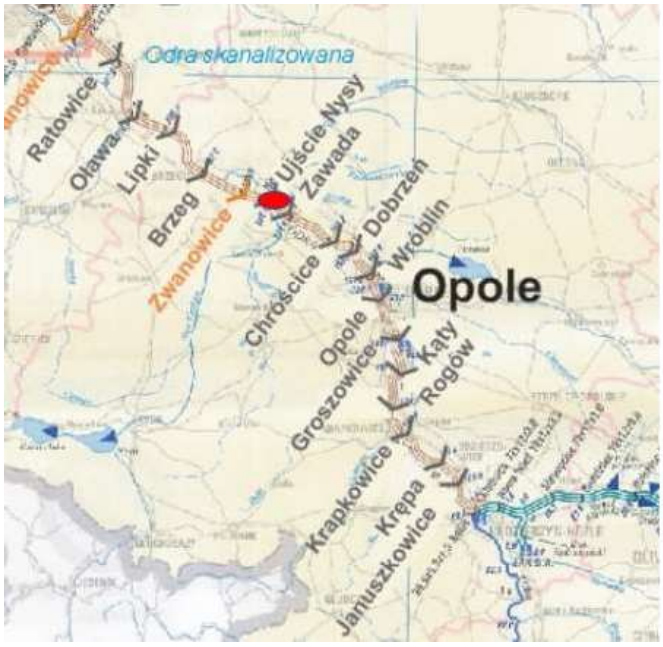


Fig. Project Location

27. Project: Inland waterway transport - Odra-Danube (on the national part of the Koźle-Ostrava section)

Project goals	The connection the Odra Waterway with the Dunaj-Odra-Łaba water corridor
Project topics with the maps	The concept of the Oder-Danube Canal has been revived since the 1990s, when it was assumed that the Oder could constitute a transit corridor in the European waterway network and there was a will to manage the river's resources in its upper reaches. At that time, the route of the planned connection was to be as follows: – in the Czech Republic - from the Danube through the valleys of the Moravia (partly the border with Austria) and Beczwy, then in the lowest point of the Black Sea and Baltic Sea watershed, it will go to the Odra catchment, – in Poland - along the length of 15.5 km through the Racibórz reservoir, and then along the alternatively graded Odra river or the lateral canal to the Kędzierzyn Canal and further along the Gliwice Canal to Koźle. A Czech feasibility study for this merger is ready. On August 28, 2019, a Polish-Czech cooperation agreement was signed regarding the inclusion of inland roads into the TENT network. The national section is defined by three variants of the route, according to the "Study of the waterway on the Koźle-Ostrawa section, taking into account the staged construction of the Racibórz reservoir and the Odra Valley flood protection facilities from Racibórz to Koźle, prepared in 2002 by the Ministry of Environment by Hydroprojekt Wrocław" . In 2003, at the request of the Regional Water Management Board in Wrocław, a feasibility study was carried out for the Racibórz flood control reservoir on the Odra River, where the final report entitled "Annex VIII Navigational assumptions of the Odra river waterway in the area of the Racibórz reservoir" shows that at that time the variant A was considered optimal. The length of the entire waterway in this variant from Koźle to the state border is 54.3 km. At medium levels, the slope of the water table on this length is about 23.6 m, and the design slope in normal conditions will be approximately 19.7 m. The route on the section between the Czech Ostrava and Koźle in this variant is a combined route (river and canal or river route). -canal-reservoir) divided into sections of different nature.
Level of importance (priority) with justification	High The main objective of the investment is to connect the Odra Waterway on its Czech-Polish cross-border section with the Dunaj-Odra-Łaba water corridor, which is particularly important in the aspect of including this waterway into the TEN-T transport network.

Rys. Połączenie Odra-Dunaj (na krajowej części odcinka Koźle-Ostrava) - wariant A

Fig. Odra-Danube connection (on the national part of the Koźle-Ostrava section) - variant B

Fig. Odra-Danube connection (on the national part of the Koźle-Ostrava section) - variant C

28. Project: Inland waterway transport - Kanał Śląski (Silesian Canal)

Project goals	Construction of the Silesian Canal
Project topics with the maps	Construction of the Silesian Canal The first concept of the so-called the southern connection of the Vistula with the Oder is closely related to the work on the connection of the Oder with the Danube and was initiated in the years 1946-1948. From the four versions of the channel route considered in later years, the so-called the southern version, running through the Rybnik Coal District. The total length of the Silesian Canal is to be 93 km. There are 10 steps with locks with a slope of 10.0 to 16.0 m (according to the concept from 1981). According to the design, the Silesian Canal should be an integral part of the Odra-Danube Canal. Its operational and classification parameters must meet the requirements for class Vb - as for a new waterway of international importance. The project would include: • execution of the canal with bottom and bank protection, • execution of locks with avanports, • construction of road, railway, agricultural, pedestrian and ecological bridges, • preparation of places for quays and ports, • execution of pump supply for the peak stand (min 5m3 / s), probably from the Goczałkowice reservoir or the Racibórz reservoir, • implementation of modern navigation systems.
Level of importance (priority) with justification	High The main objective of the investment is to ensure the connection of the Upper Wisła waterway with the Odra Waterway, which will contribute to the inclusion of this waterway into the European transport system, including the TEN-T network.

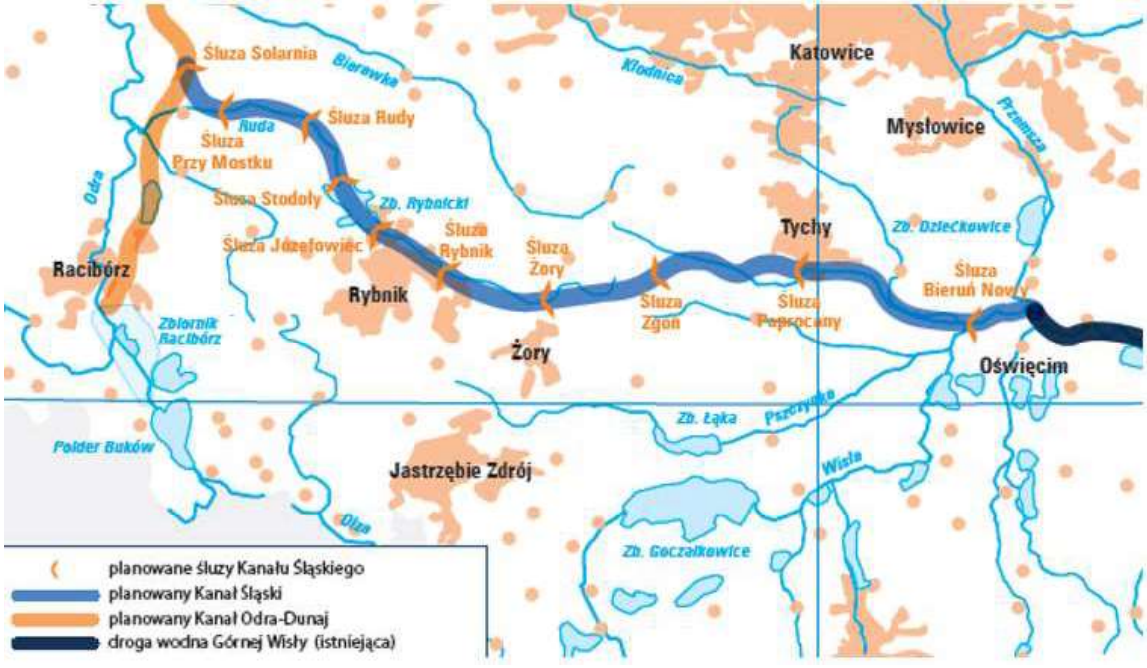
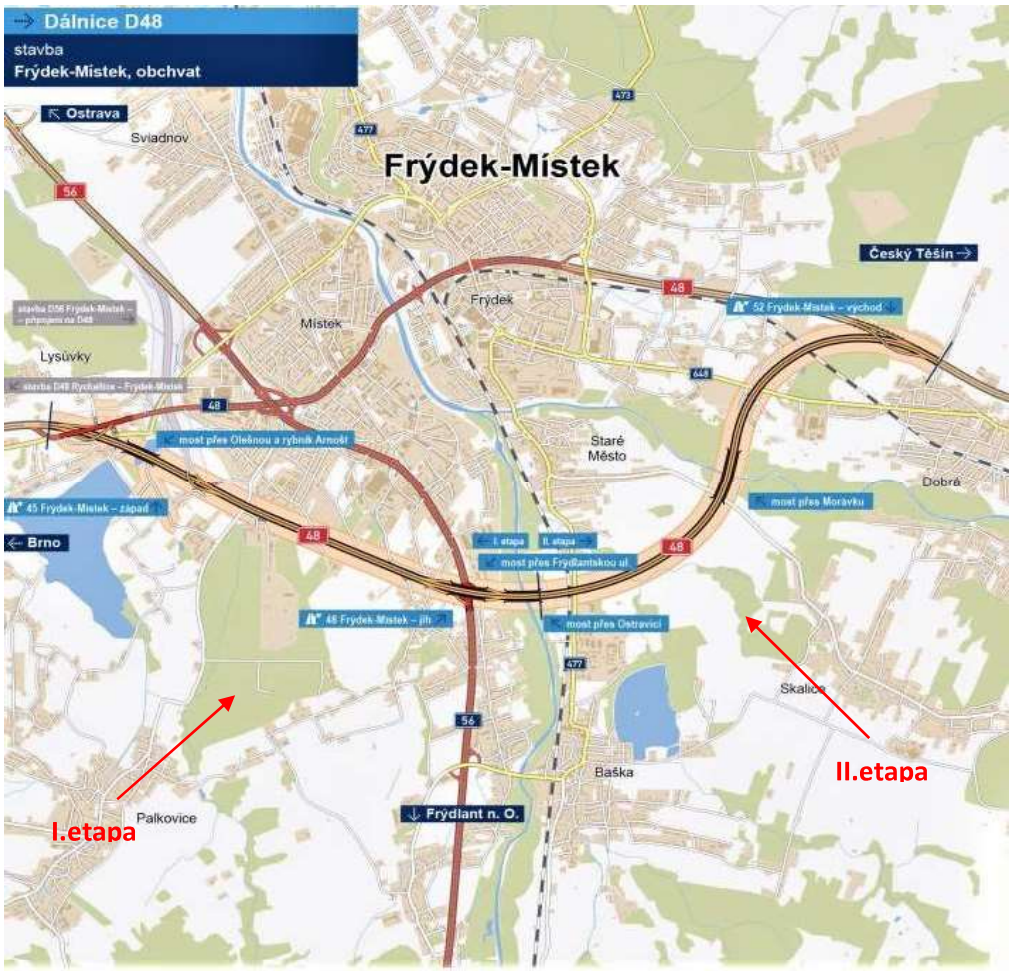


Fig. Planned route of the Silesian Canal

2.5.3. Road transport projects

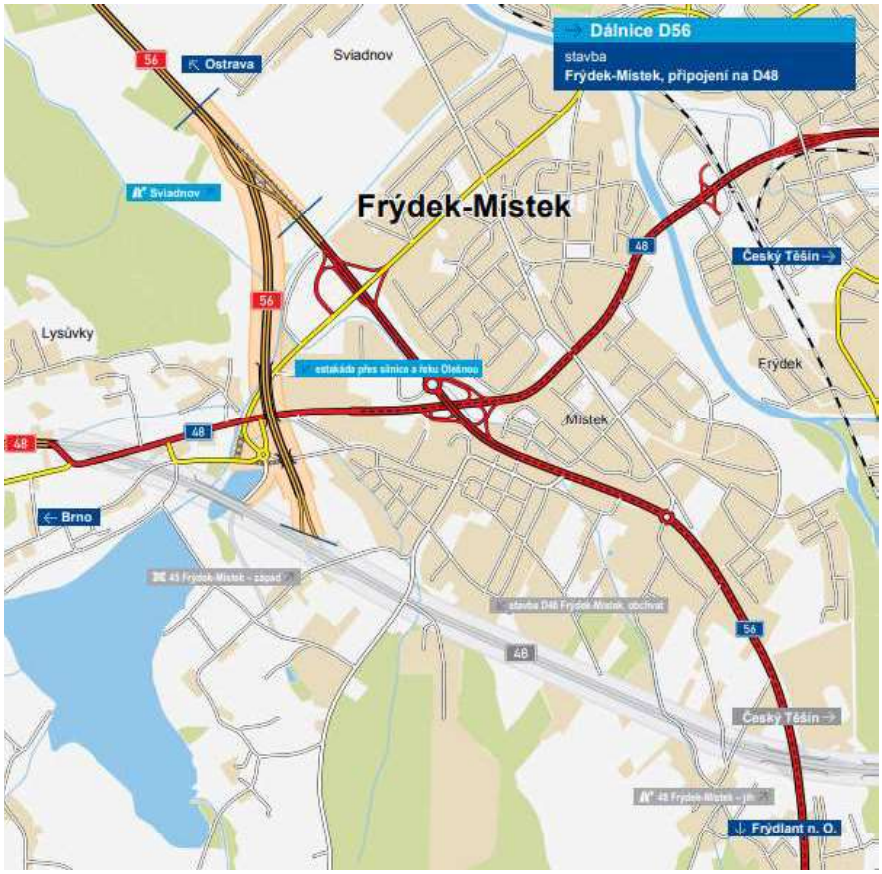
29. Project: D48 Frýdek-Místek, bypass

Project goals	Diversion of transit traffic from the city center. Within the Moravian-Silesian Region, the D48 motorway forms an important traffic artery oriented in a west-east direction. The road connects the southern part of the Moravian-Silesian Region with Central Moravia and Poland.
Project topics with the maps	Stage I: length: 4.25 km category: R 25.5/120 Stage II: road category: R 25.5/80 length: 4,316 km The section includes an exit to Frýdlant nad Ostravicí, through the village of Staré Město and the Morávka River to the connection to the motorway to Český Těšín in the village of Dobrá.
Level of importance (priority) with justification	Medium National It will enable the transfer of transit freight traffic outside the center of Frýdek-Místek.



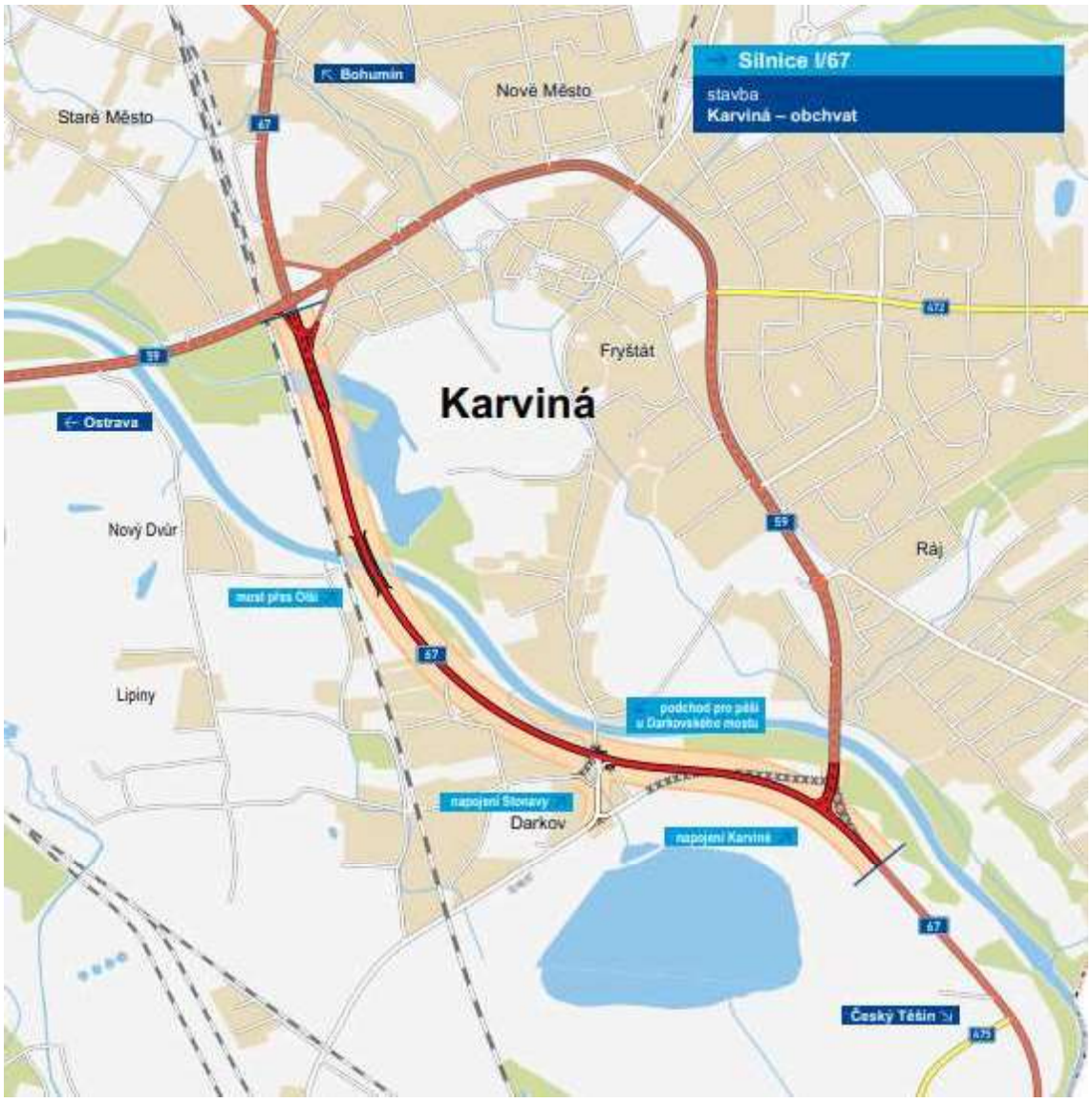
30. Project: D56 Frýdek-Místek, connection to D48

Project goals	The construction is part of the Frýdek-Místek bypass (completion of the southern part) and within the Moravian-Silesian Region D56/I/56 forms an important north-south oriented artery, which connects Ostrava with the Slovak Republic via the Horní Bečva-Makov or Bílá-Klokočov border crossings.
Project topics with the maps	road category: S25,5/80 length: 2,184 km Final construction of the D56 motorway with connection to the D48 motorway. The building is located west of Místek. It leads outside the built-up areas of the surrounding municipalities.
Level of importance (priority) with justification	Medium National It will enable the transfer of transit freight traffic outside the center of Frýdek-Místek.



31. Project: I/67 Karviná, bypass

Project goals	The Karviná bypass will significantly relieve the existing Karviná stretch from transit traffic and also speed up traffic.
Project topics with the maps	road category: S11,5/80 length: 2,975 km New road construction, which will serve as the southwestern Karviná bypass for traffic in the direction of Český Těšín - Bohumín and Ostrava. Most of the construction is therefore located in an area disturbed by previous mining activities. The Olše riverbed with its immediate surroundings forms a regional biocorridor.
Level of importance (priority) with justification	Medium National It will enable the transfer of transit freight traffic outside the center of Karviná.

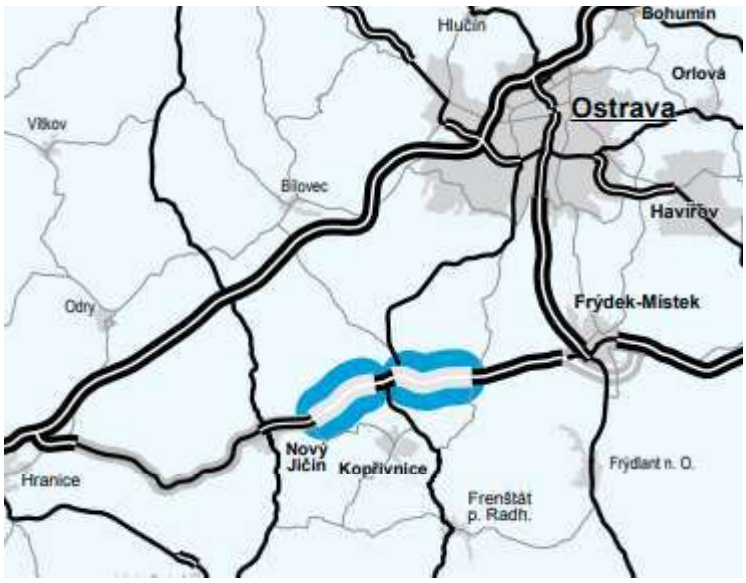


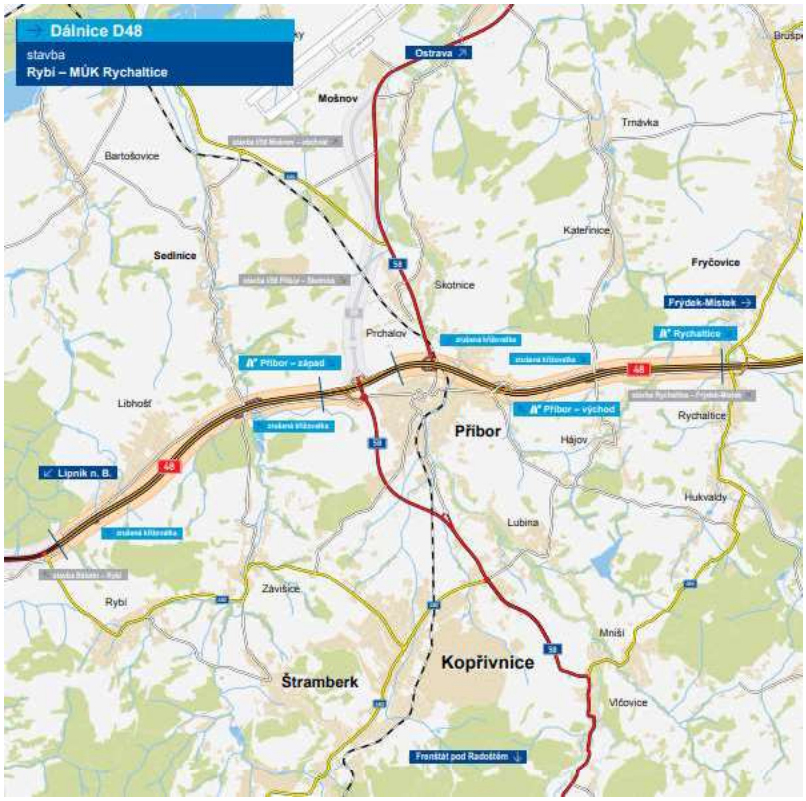
32. Project: I/58 Příbor - Skotnice

Project goals	The implementation of the project will divert transit traffic outside the built-up area of the municipality and thus reduce the noise and exhaustion of the population. There will also be an increase in the flow of traffic on the I/58 road, a reduction in driving time and an increase in road safety in the village of Skotnice, including pedestrian safety.
Project topics with the maps	road category: S 11.5/80 length: 2,967 km Construction of the transfer of the road I/58, which is led in a completely new route west of the village Skotnice.
Level of importance (priority) with justification	Medium National It will enable the transfer of transit freight traffic outside the municipality on the route.

33. Project: D48 Rybí - Rychaltice

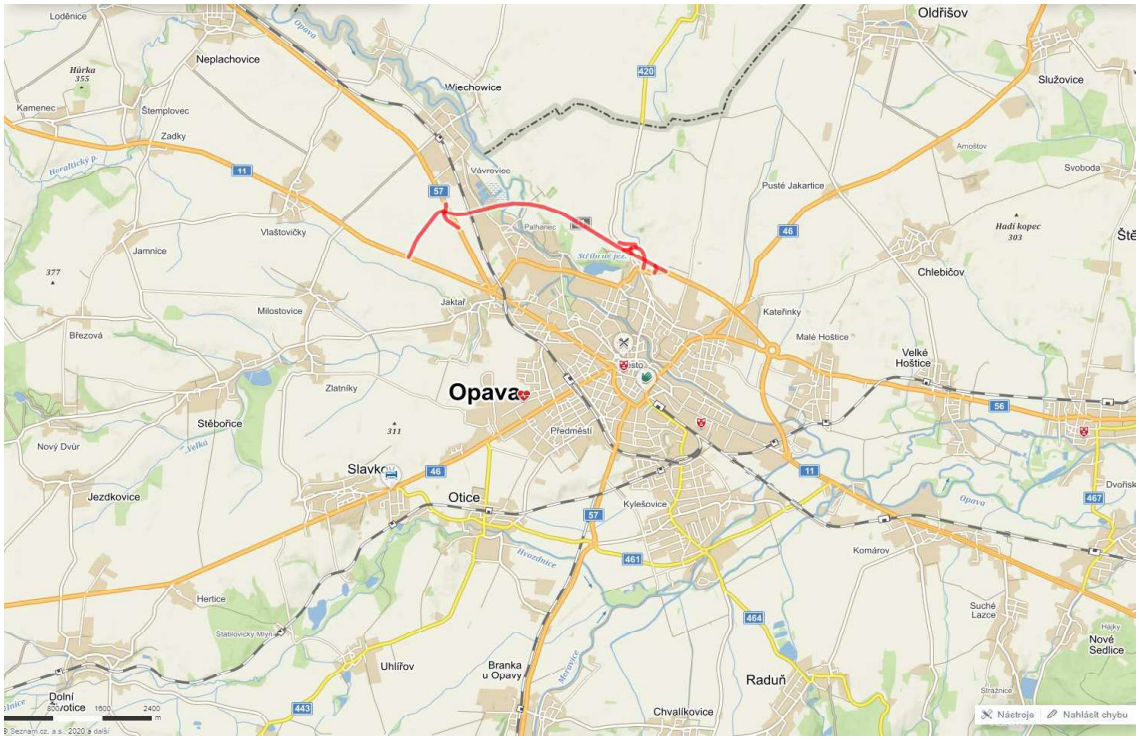
Project goals	The implementation of the project will significantly improve the flow of traffic and increase traffic safety. It is a road of international importance, which connects the southern part of the Moravian-Silesian region with Central Moravia and Poland. It will touch the villages of Hukvaldy, Libhošť, Příbor, Rybí, Sedlnice.
Project topics with the maps	road category: R 25.5/120 divided by the middle zone length: 12,975 km Reconstruction of the unsatisfactory width of the existing road I/48 (directionally undivided four-lane) in the section Rybí - Rychaltice on the D48 motorway. The 1st class road will become a highway in the R 25.5/120 category. After the completion of the construction, a complete section Rybí - Frýdek-Místek will be in operation.
Level of importance (priority) with justification	Medium National Improving the technical parameters of backbone road navigation in order to increase safety and capacity.

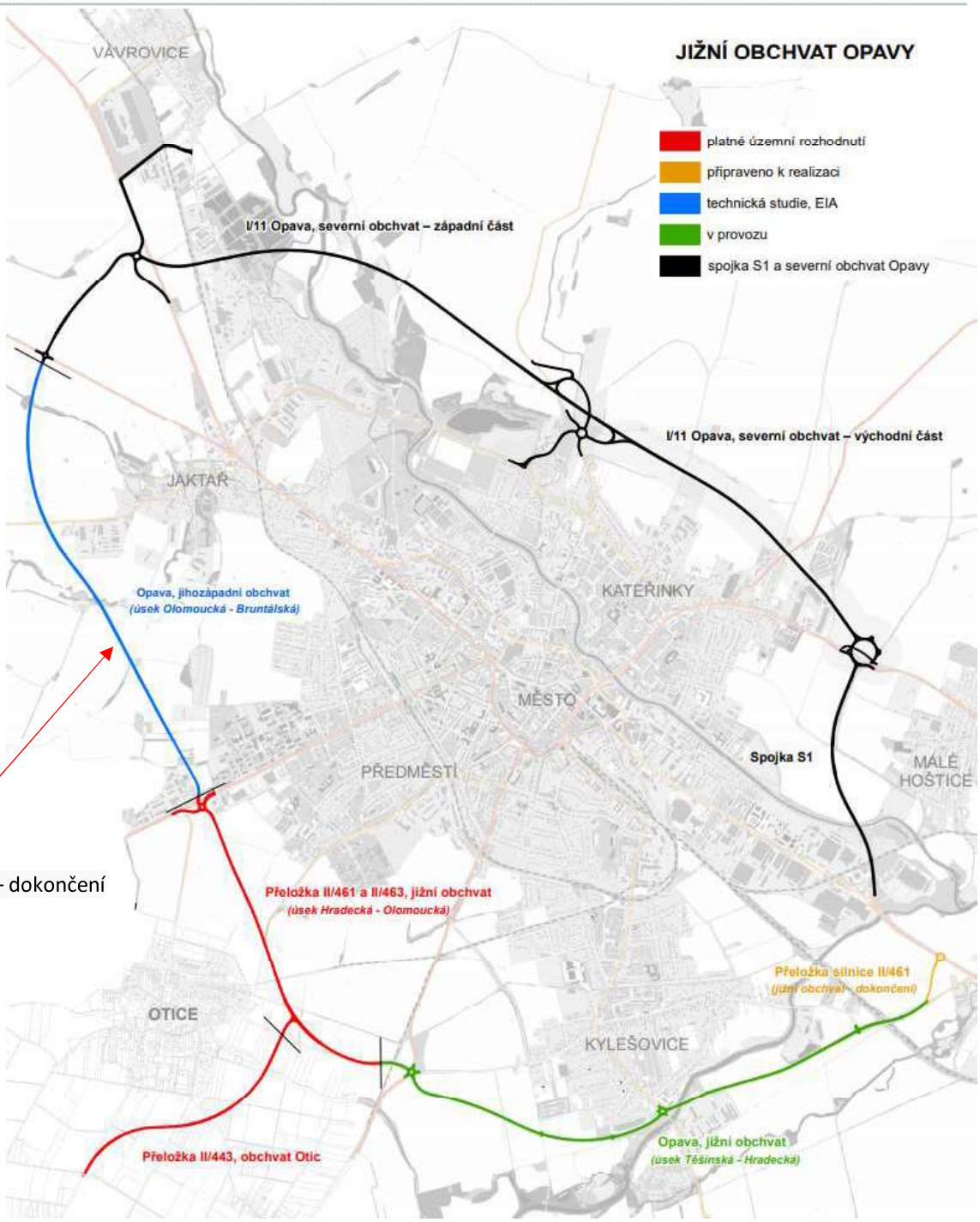

Hlučín
Bohumín
Orlová
Ostrava
Vítkov
Bílovec
Havířov
Odry
Frýdek-Místek
Nový Jičín
Kopřivnice
Frýdlant n. O.
Hranice
Frenštát p. Radh.


Dálnice D48
stavba
Rybí – MÚK Rychaltice
Ostrava
Mošnov
Trmávka
Bartošovice
Kateřinice
Sedlnice
Fryčovice
Skotnice
Frýdek-Místek
Prchalov
Rychaltice
Příbor – západ
Příbor – východ
Libhošť
Příbor
Hájov
Rychaltice
Lipník n. B.
Hukvaldy
Lubina
Rybí
Závišice
Mniší
Štramberk
Kopřivnice
Vlčovice
Frenštát pod Radoštěm

34. Project: I/11 Opava, western part of the northern bypass

Project goals	The implementation of the project will divert transit traffic out of the city and thus reduce the noise and exhaustion of the population. There will be an increase in the flow of traffic on the I/11 road and an increase in road safety.
Project topics with the maps	road category: category S 11.5/80 length of the western part: 4,867 km Construction of the I/11 road transfer. The western part of the northern bypass will lead around Stříbrné jezero in the direction of Krnov and Bruntál.
Level of importance (priority) with justification	Medium National It will enable the transfer of transit freight traffic outside the center of Opava.





Jižní obchvat – dokončení – západní část

35. Project: I/57 Krnov - north-west bypass

Project goals	The diversion of transit traffic from the city center is necessary due to the high traffic intensities. In addition, the construction of a new industrial zone Krnov-Červený Dvůr with a connection to the road I/45 in the direction Bruntál - Olomouc is planned.
Project topics with the maps	road category: S 11.5/80, S 9.5/80 length: 7,782 km
Level of importance (priority) with justification	Medium National It will enable the transfer of transit freight traffic outside the center of Krnov.

36. Project: Road transport - A1 Highway (section E within the Śląskie Voivodeship)

Project goals	Construction of the A1 motorway section (section E) from the border of the Łódzkie and Śląskie voivodeships to the Rząsawa junction (without the junction), from km 399 + 742.51 to km 416 + 650.
Project topics with the maps	Section E: the Rząsawa / Częstochowa North junction (without the junction) - the border of the Łódź Voivodeship Road: A1 Length: 16.9 km Location of the investment: Śląskie Voivodeship (to the border of Śląskie and Łódzkie voivodeships) Road class - A (highway) Design speed - 120 km / h Pavement load - 115 kN / axle Scope of the investment: Construction of a motorway with a cement concrete surface, a road junction, engineering structures along the motorway and along the roads crossing the motorway, reconstruction of the existing roads in terms of collisions, construction of access roads, construction of environmental protection devices and a drainage system, reconstruction of any conflicting infrastructure devices under and above ground, construction of road lighting and road safety devices. Construction of engineering structures, including a bridge, viaducts along the motorway, viaducts over the motorway, large animal crossings over the motorway, farm crossings.
Level of importance (priority) with justification	Medium Section E of the A1 motorway is a part of the missing part of the motorway located in the Śląskie Voivodeship: the end of the Częstochowa - Tuszyn bypass. Section E is the last missing fragment of this motorway in the Śląskie Voivodeship; while the entire fragment of Częstochowa - Tuszyn is the last missing element of the A1 motorway. The A1 motorway is part of the European road communication corridor E75, ie the "Gdańsk - Brno / Bratislava - Vienna" transport corridor. It is part of the TEN-T Baltic-Adriatic corridor. The motorway is the route connecting the north with the south of the country and with the Czech Republic. After the construction is completed, it will run from the Tri-City through Toruń, Łódź, Częstochowa, Pyrzowice, Gliwice, to the Polish-Czech border in Gorzyczki). Such a course is important, inter alia, due to the proximity of MPL Pyrzowice, the Silesian Logistics Center in Gliwice, along with the river port. In addition, the motorway in Rusocin in the north of Poland connects with the S6 expressway, which will take us to the Tri-City, and ultimately to Szczecin - it is important due to the access to water ports (Gdańsk, Gdynia, Szczecin-Świnoujście). In addition, the highway: – At the Gliwice-Sośnica junction, the A1 intersects the A4, which connects the border with Germany with Wrocław, Opole, Katowice, Kraków, Tarnów, Rzeszów, up to the border with Ukraine; – On the border around Wodzisław Śląski and the Czech Bohumin, the A1 joins the Czech D1 motorway; – In Pyrzowice, from the A1, you can take the S1 expressway, which will take you to Bielsko-Biała and Cieszyn.

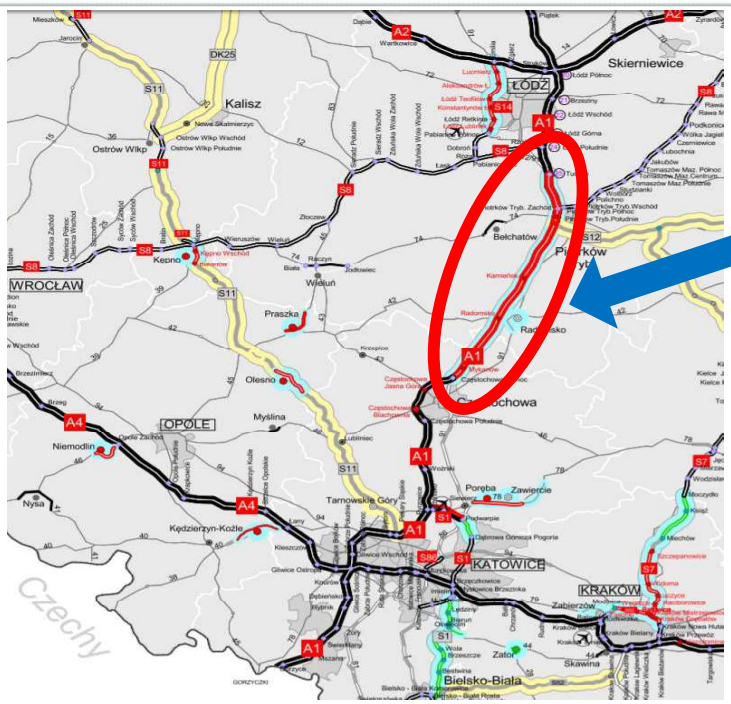


Fig. The missing part of the A1 motorway (Częstochowa-Tuszyn)

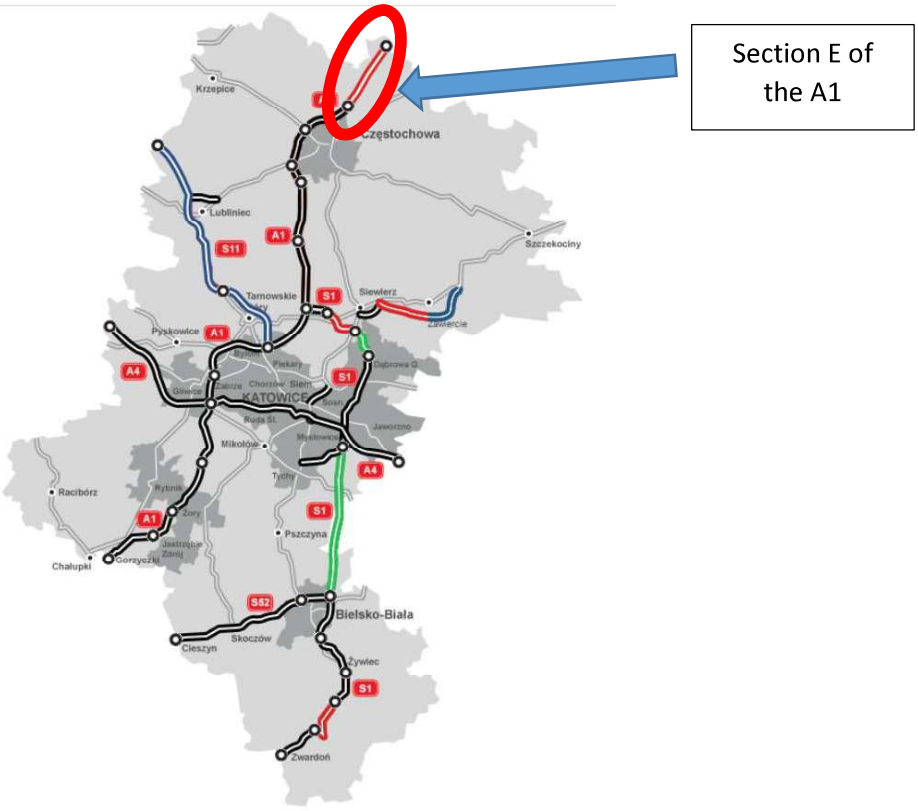


Fig. Section E of the A1 motorway (Śląskie Voivodeship)

37. Project: Road transport - Expressway S1 Pyrzowice - Bielsko-Biała

Project goals	Construction of a section of the S1 expressway on the section Pyrzowice - Bielsko-Biała
Project topics with the maps	Road: S1 Location of the investment: Śląskie and Małopolskie voivodships Road class: S (express road) As part of S1 from Pyrzowice to Bielsko-Biała, infrastructure projects concern 3 road sections: Pyrzowice - Podwarpie, stage III (9.7 km long), Podwarpie - Dąbrowa Górnicza (approx. 7 km long) Mysłowice (from the Kosztowy II junction) - Bielsko Biała (to the Suchy Potok junction) (in the tender, approx. 40 km) The total length of the three sections is approximately 57 km of the investment. Design speed - 100 km / h Pavement load - 115 kN / axle Investment scope: Section 1 - Construction of the second carriageway of the S1 expressway on the section "Lotnisko" - Podwarpie junction along with the construction of engineering structures along the road under construction (viaducts, bridges), environmental protection devices, road-related equipment (drainage, road lighting) and reconstruction of the existing infrastructure technical support. A two-lane road with an emergency lane will be built. Six engineering structures will be built along the road (5 viaducts and a bridge) and environmental protection devices. The surface will be adapted to carry a load of 115 kN / axle. Section 2 - The material effect of the planned investment will be the reconstruction of the section of the national road No. 1 to the parameters of the expressway along the length of 6.95 km with the adaptation of the pavement to carry a load of 115 kN / axle. One-level intersections with transverse roads will be removed. The Ząbkowice junction will be built and the Pogoria junction will be rebuilt. Under the contract, among others, four bridges and four road viaducts and two footbridges. In addition, service roads and access roads to the adjacent areas, environmental protection devices, including noise protection and passages for animals. Episode 3 - the entire investment has been divided into four implementation sections. In addition to the construction of 40 km of the S1 route, the investment also includes the construction of 9.7 km of the Oświęcim bypass, the construction of 4.1 km of the Bieruń bypass, the construction of 8 road junctions, the construction of bridge structures along the S1 route and engineering structures over the S1 route and others.
Level of importance (priority) with justification	High The S1 road is located in the VI corridor of the Trans-European Transport Network connecting the countries of the Baltic Sea basin with the countries of Southern Europe and running along the TEN-T priority axis No. 25, ie the "Gdańsk-Brno / Bratislava-Vienna road axis". The main goal of the S1 construction is to connect the A-1 motorway with the S-1 Bielsko-Biała - Cieszyn and S-69 Bielsko Biała - Żywiec - Zwardoń expressways, national roads No. 1 and 86 and the remaining road network of the Śląskie Voivodeship. The road enables the connection of the agglomeration of the Śląskie Voivodeship and the neighboring voivodeships as well as cross-border areas with the International Airport in Pyrzowice, as well as domestic and international passenger and cargo traffic related to air transport.

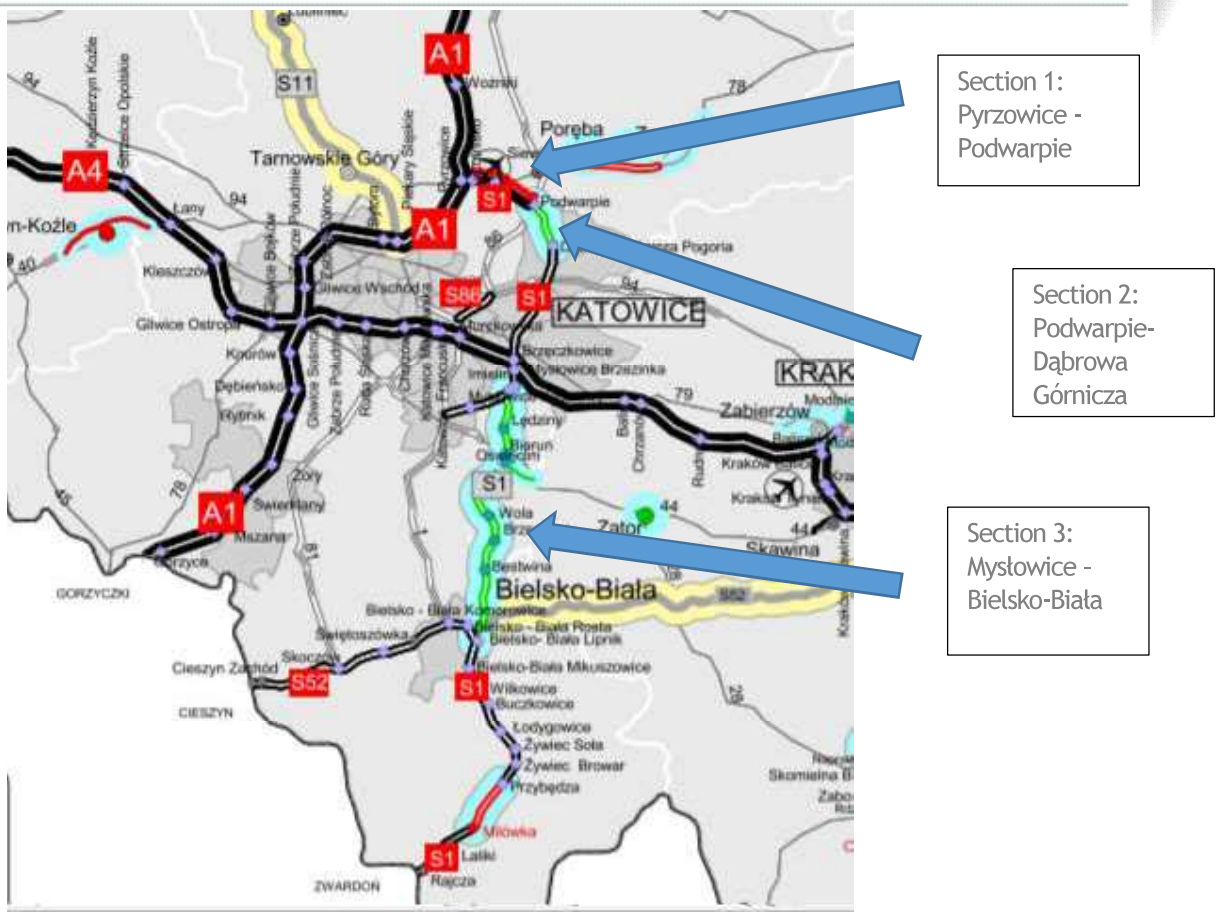
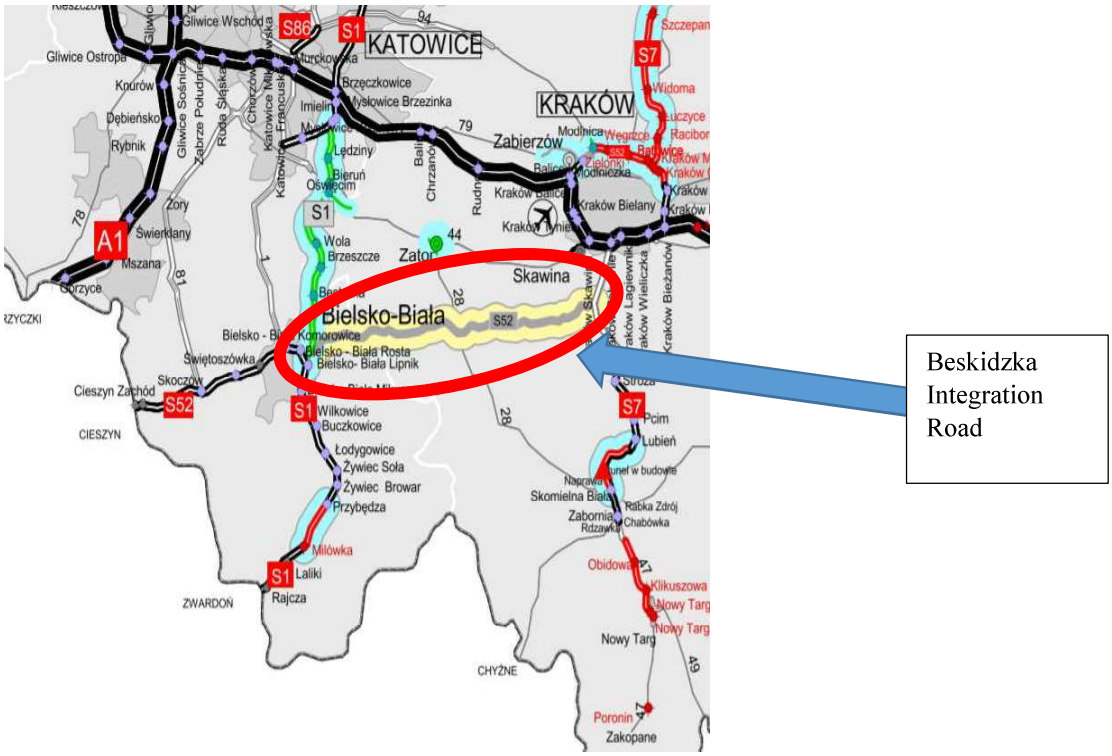


Fig. Sections of the investment on the S1 Pyrzowice-Bielsko-Biała road

38. Project: Road transport - S52 Beskidzka Integration Road

Project goals	Road building - S52 Beskidzka Integration Road
Project topics with the maps	The road will run between Bielsko Biała and Głogoczów and will replace the current DK52 road; Road class: GP (main road, accelerated traffic) Length: approx. 60 km Location of the investment: Śląskie and Małopolskie voivodships Design speed - 80 km / h The route is to run through 12 communes, becoming a bypass for e.g. for such towns as Kozy, Kęty, Andrychów, Wadowice and Kalwaria Zebrzydowska. The construction of the new road would be carried out in five stages: from Bielsko to Kęty (10.5 km), from Kęty to Bulowice (5.5 km), from Bulowice to Chocznia (12.9 km), from Chocznia to Jaroszowice as the bypass of Wadowice (4.6 km), as well as from Jaroszowice to Głogoczów (27.4 km). Only the first part of the new road runs through the Śląskie Voivodeship.
Level of importance (priority) with justification	Medium The construction of the S52 expressway is considered necessary by the Ministry of Infrastructure. However, financial limitations and the state of preparation for implementation make it one of the priorities for the next programming period.



39. Project: Road transport - S11 Kępno - A1 Piekary Śl. (section in the Śląskie and Opole voivodships)

Project goals	Construction of four sections of the S11 expressway
Project topics with the maps	A fragment of the S11 road runs within the Śląskie Voivodeship, the construction of which has been divided into two sections: Tarnowskie Góry ring road (section 1); From the bypass of Tarnowskie Góry to the border of the Śląskie and Opolskie voivodeships (section 2); In the Opolskie Voivodeship, construction also covers two sections of the road: Olesno bypass (episode 3); Kępno-border of the Opolskie Voivodeship, with the exception of the Olesno bypass (section 4) Road technical class: S (express roads) Design speed - 100km / h Reliable speed - 110 km / h Pavement load - 115kN / axle Episode 1: Length: approx. 36.1 km (depending on the final mileage) Beginning: between Tworóg and Lubliniec End: A1 motorway junction in Piekary Śl. Location: voiv. Silesian Episode 2: Length: approx. 25 km Beginning: border of the Śląskie / Opolskie voivodship End: Tarnowskie Góry ring road Location: voiv. Silesian Episode 3 Length: 24.8 km Location: voiv. Opole Beginning: the existing DK No. 11 near the town of Kolonia Ciarka End: border of the province Opole and Silesia Episode 4 Length: 46 km Location: voiv. Opole Start: end of the Kępno bypass End: the beginning of the Olesno bypass
Level of importance (priority) with justification	Medium The S11 road is to connect Northern Poland (Central Pomerania - Kołobrzeg) with the A1 motorway (Piekary Śląskie junction), leading through Piła, Poznań, Ostrów Wielkopolski, etc. The total length of the road is to be about 600 km. According to plans, in the future, covering the entire route between Kołobrzeg and the A1 junction in Piekary Śl. is to be a little over 5 hours by car.

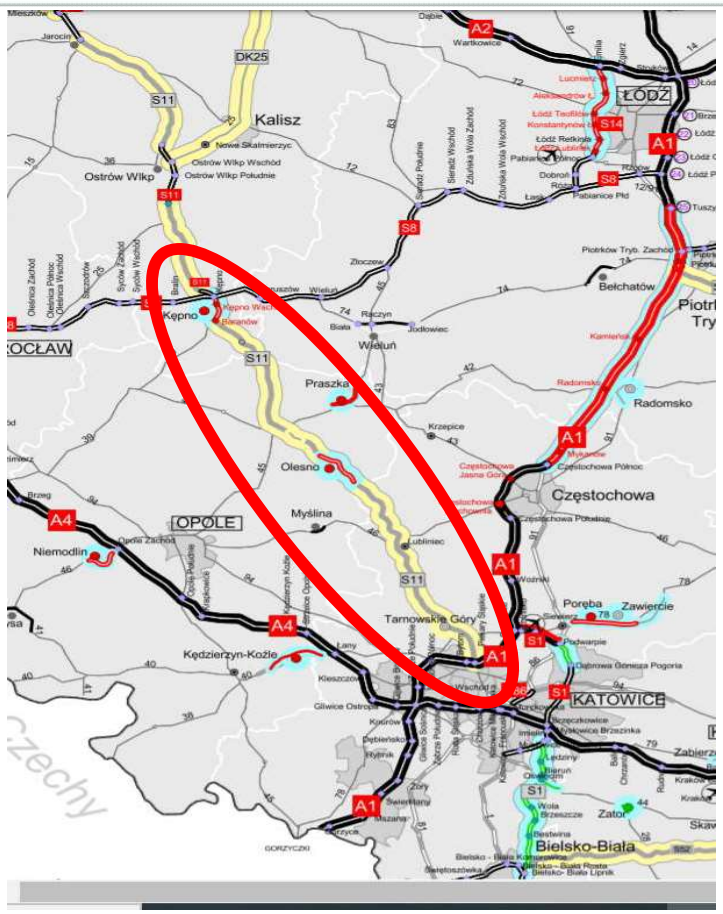


Fig. The planned S11 road within the Śląskie and Opole voivodships

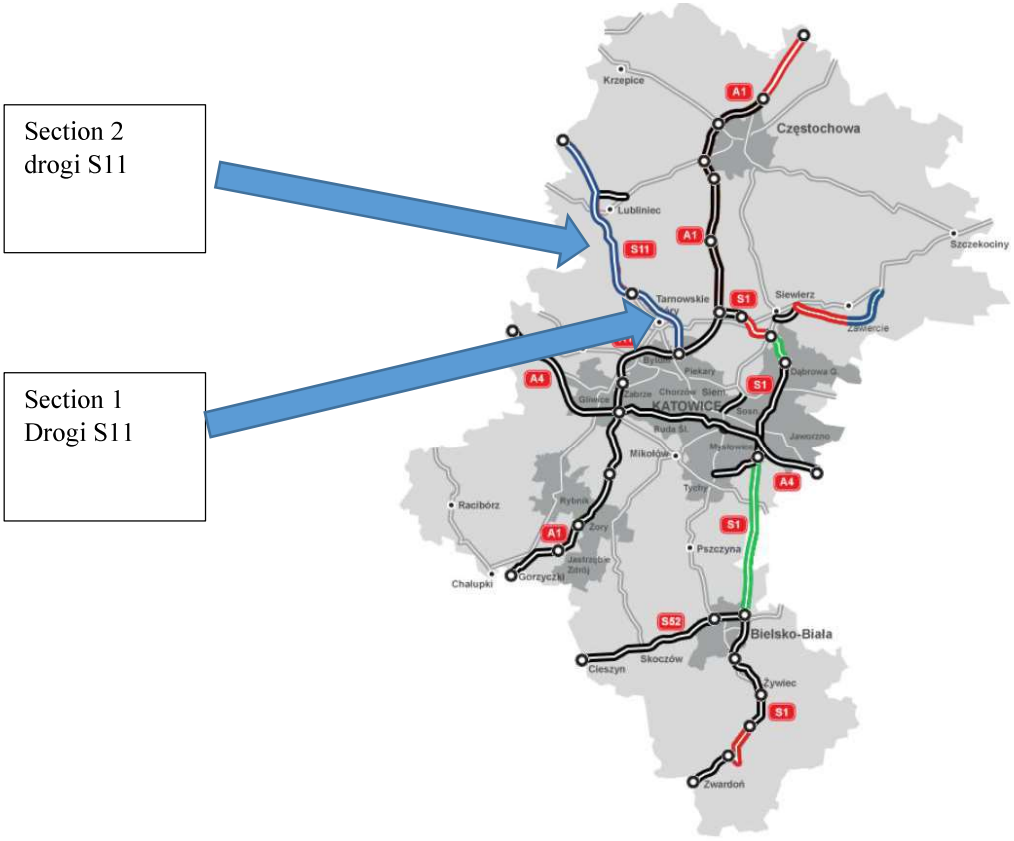


Fig. Sections of the S11 road in the Śląskie Voivodeship

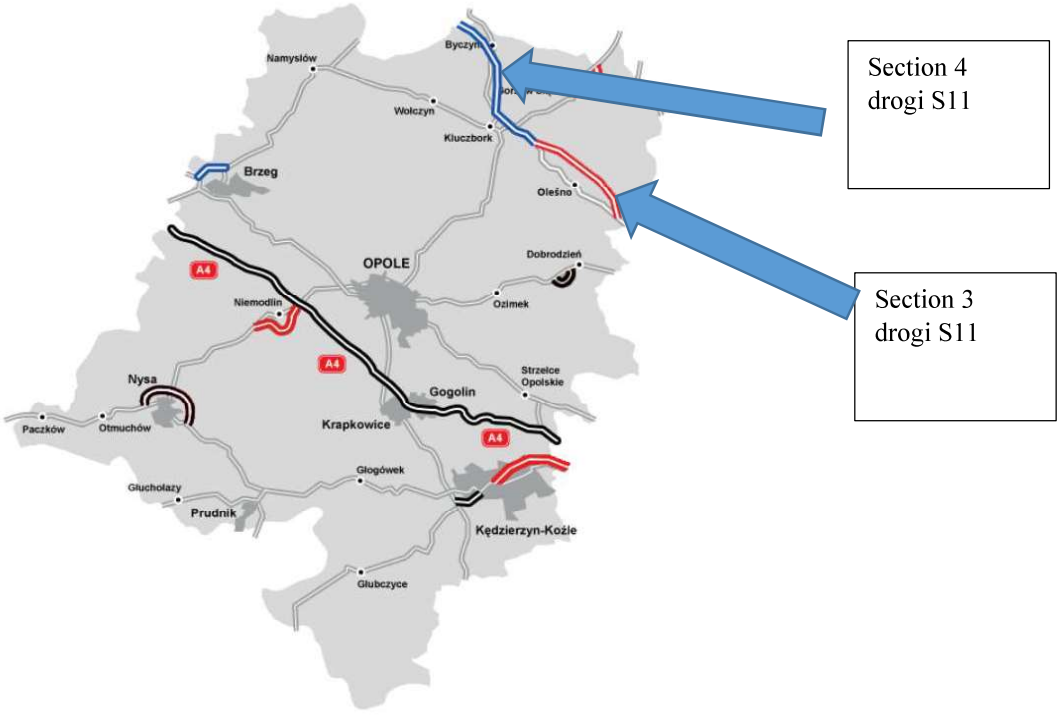


Fig. Sections of the S11 road in the Opole Voivodeship

40. Project: Transport drogowy - Północna Obwodnica Kędzierzyn Road transport - Northern Ring Road of Kędzierzyn-Koźle a-Koźla

Project goals	Construction of the Kędzierzyn-Koźle bypass along the DK 40 road, which is aimed at diverting car traffic (mainly freight) from the city and better connection with the transport network of various modes of transport
Project topics with the maps	Length: 14.6 km Road: within DK40 Location of the investment: Opolskie and Śląskie voivodships Road technical class: GP (main roads with accelerated traffic) Design speed - 80 km / h Reliable speed - 100 km / h Pavement load-bearing capacity - 115kN / axle As part of the investment, 18 engineering structures (viaducts, bridges, large and small passages for animals) and four roundabouts will be built. Sections of the existing roads will be rebuilt at the points of connection with the bypass, environmental protection and road safety devices will also be built, and the technical infrastructure (water and sewage, gas, electricity, telecommunications and drainage facilities) will be rebuilt.
Level of importance (priority) with justification	High The new route, away from built-up areas, will ensure the comfort of transit traffic, creating a connection between the interregional road from the Czech Republic and the south of the country with the river port on the Oder and the railway junction in Kędzierzyn-Koźle. The bypass will improve traffic towards the A4 Opole Południe, Kędzierzyn-Koźle and Pyskowice motorway junctions, and will improve the accessibility of the adjacent areas to the A4 motorway. After its delivery, the transport of hazardous chemical materials from the Nitrogen Plant in Kędzierzyn Koźle will disappear from city streets. The implementation of the investment will also enable communication with the investment areas.

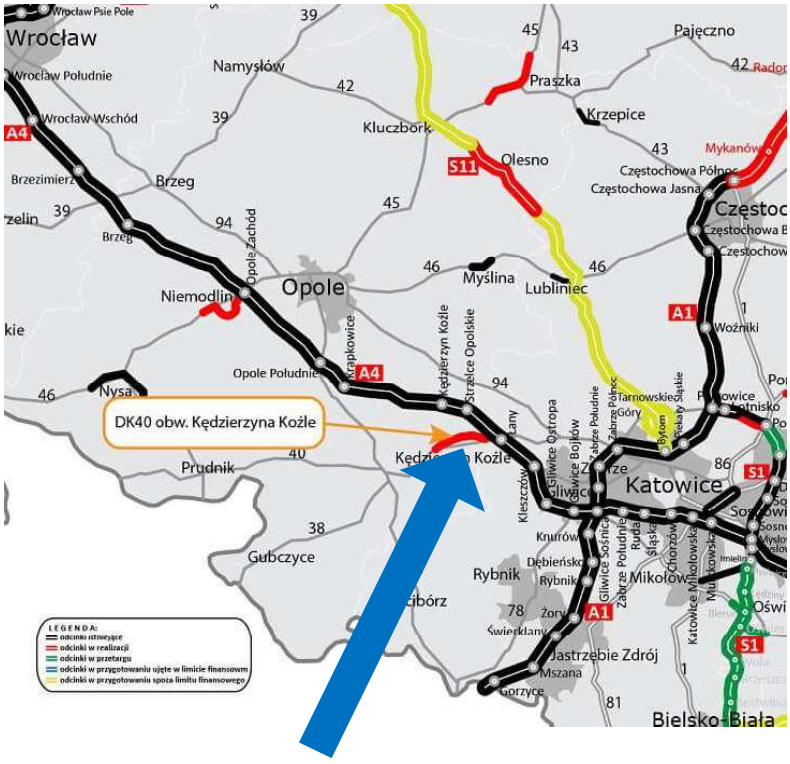


Fig. The course of the bypass of Kędzierzyn Koźle

2.5.4. Projects eliminating or reducing bottlenecks

Railway transport

41. Project: Information technologies of railway infrastructure managers and unification of dispatching management

Project goals	Improving the management of rail freight transport (possibility of obtaining current data on the position of the train on the PKP PLK network, on the composition of trains in advance before arrival at border crossing stations) and shortening stays at border crossing stations (Petrovice u Karviné/Zebrzydowice and Bohumín-Vrbice/Chalupki (train clearance, replacement of locomotives, staff, etc.).
Project topics with the maps	Includes: - unification of dispatch control for the international transport of freight trains - cooperation in the harmonization of allocated ad hoc routes and freight train timetables (including the same period of validity of ad hoc routes), shortening the waiting time for route allocation - eliminate the problem of allocating ad hoc routes in cross-border sections - so that only individual cars or small groups of cars can be transported - to include in the information systems also cases where one train at the border station on the PKP PLK network or Správa železnic, s.o. it breaks down into several trains and each resulting train goes across the border separately - harmonization of timetable change data between Správa železnic, s.o. and PKP PLK - cooperation in the harmonization of exclusion activity on lines in border areas and on the RFC 5 corridor, - improving the cooperation of small railway carriers in the Czech Republic with Polish carriers regarding the timely provision of information about trains for the needs of international traffic dispatch management - for the timely delivery of locomotives for train overhangs, ensuring their sufficient number - to sanction cases of frequent and repeated arrival of repair wagons on international trains from the PKP PLK network in the direction of the Railway Administration, s.o.
Level of importance (priority) with justification	High National Organizational measures in the scope of introduction and maintenance of set levels and rules of dispatch control of freight transport in international transport. A more efficient organization of freight transport will enable an improvement in the use of existing capacities and thus offer a higher capacity until the implementation of infrastructure constructions.

The special railway projects eliminating or reducing bottlenecks

No.	Projects
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	Optimalization 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)

The special inland waterway projects eliminating or reducing bottlenecks

See no. 26	Inland waterway transport - Odra-Danube (on the national part of the Koźle-Ostrava section)
See no. 27	Inland waterway transport - Kanał Śląski

Road transport projects

42. Project: Construction of the Euroterminal Sławków connector with S1

Project goals	Construction of a connection between Euroterminal Sławków and road S1 and DK 94
Project topics with the maps	The concept of building a connector, although entered into the Territorial Contract for the Śląskie Voivodeship as a priority in 2014, remains to this day only in the sphere of unspecified plans.
Level of importance (priority) with justification	High The road connecting Euroterminal with the S1 expressway is an important factor for the development of the terminal. The investment is regional in nature, but its significance is not focused only on regional benefits. It is an important investment for the development of the terminal itself, surrounding cities, Silesia and the country's economic development. Euroterminal Sławków has exceptional advantages, it is situated at the junction of the westernmost section of railway lines with a wide gauge (1520 mm), which operate in the East and the western, and therefore narrower gauge. Thanks to this, it can develop container transport much cheaper than road or air transport on the Far East and Asia - Western Europe route. The problem, however, is the lack of an access road that could improve truck traffic from and to the terminal via expressways and the Pyrzowice airport.

Ryc. 1. System drogowych połączeń ZTP LHS w Sławkowie z drogami krajowymi

Źródło: UM Sławków.

3. Conclusions

3.1. Rail transport

- Rail freight transport from / to Poland to / from the Czech Republic is carried out through two border crossing points Zebrzydowice and Chałupki,
- Realization of all the railroad investments indicated in the design studies on the whole Project area will allow to achieve the basic goal of the Project, i.e. to indicate the technical conditions of transferring the road transport to another one to the extent required by the White Paper of the European Union.
- Invstment activities in the field of railroads should be complemented by a number of organizational activities improving the freight traffic on the territory of our countries going beyond the borders of the TransTritia Project, first of all, improving data exchange between IT systems.

3.2. Road transport

- Road transport is currently the most important element in the trade in goods between Poland and the Czech Republic.
- The implementation of the road investments indicated in this study will contribute to the improvement of road traffic within the TRANS TRITIA Project area and will indirectly affect the achievement of the Project objective
- The investment directly affecting multiomodal transport is to improve access to the existing intermodal terminal in Sławków.

3.3. Inland transport

- In the time horizon under consideration and in the area under consideration, no inland waterway transport investments were made until 2030.
- After 2030, the construction of the Silesian Canal and the Kędzierzyn-Koźle section to Ostrava of the Danube - Oder - Elbe Canal is planned to start, which will significantly improve freight traffic in the project area.

3.4. Final conclusions

The research on freight transport in the TRANS TRITIA Project area and the results of modelling and technical analysis showed the necessity:

- implementation of all investment plans, i.e. planned and indicated in our Project, in the area of rail and road, and after 2030 also investments in the area of inland waterways;
- introduction of a number of organizational improvements, in particular in the field of rail transport.