

D.T1.2.2 Report
D.T1.2.4 Strategic workshop

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Budgeting of selected cross-border projects SK/CZ



**Report: Budgeting of selected cross-border projects SK/CZ
(D.T1.2.2)**

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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.
PP5 Transport designing, ltd
PP6 University of Žilina

2. Report

2.1. Introduction

The main goal of the report is to develop selected infrastructure projects that will allow for the implementation of strategic objectives related to the development of multimodal transport on the Czech-Slovakian border in relation to the whole TRITIA area (Fig. 1).

Figure 1 - Region Tritia



The basis for presenting the budgets and main stakeholders (owners) of the projects were the data recorded in the strategic projects and a broad debate with stakeholders (at the level, national and regional). The key stakeholders include:

- National Motorway Company (SK)
- Railways of the Slovak Republic
- Ministry of Transport and Construction of the Slovak Republic (SK)
- Žilina Self - governing Region (SK)
- Moravian- Silesian Region (CZ)
- National Highway Company (CZ)
- Ředitelství silnic a dálnic ČR (Directorate of Roads and Motorways (CZ),

- Správa železnic (Railway Administration, s.o. (CZ))
- Ministry of Transport (CZ)

The project description consists of several stages:

- a list of selected rail and road projects;
- indication of budgets for already planned or ongoing projects and a proposal of budget (scale of investment) for new projects,
- identification of key stakeholders (project owners)
- determination of the project implementation time
- indication of the effects of project implementation

Each project contains a description of: project owners (responsible for the project), project budget and/or financing sources, planned project implementation time (short-term - to 2 years, mid-term - to 5 years, long-term - to 10 year), degree (level) of project implementation, expected results for the development of intermodal transport.

2.2. List of projects

The list of projects implemented under the action plan on the Czech-Slovakian border has been reproduced from report D.T.1.2.3. - see table 1 and table 2.

Table 1. List of planned and implemented projects

No.	Projects
Railway transport projects	
1	Project Node Žilina
2	Project Krásno nad Kysucou - Čadca (border)
3	ETCS Mosty u Jablunkova - Dětmárovice
4	Reconstruction of infrastructure of selected railway stations on RFC 5 (extension of trucks for freight trains 740 m long)
5	Optimization of the railway line section Český Těšín (outside) - Albrechtice u Českého Těšína (inclusive)
Road transport projects	
6	Project D3 Žilina, Brodno - Kysucké Nové Mesto
7	Project D3 Kysucké Nové Mesto - Oščadnica
8	Project D3 Oščadnica - Čadca Bukov 2. profile
9	Project D48 Frýdek-Místek, bypass
10	I/68 Třanovice - Nebory

Table 2. Projects resulting from the analysis of the intermodal transport model and bottleneck analysis

No.	Projects
Railway transport projects	
11	Information technologies of railway infrastructure managers and unification of dispatching management

2.3. Detailed project description - budget and project owner

A detailed description of the projects includes:

- Project name/goal
- Project owners (responsible for the project)
- Project budget and/or financing sources
- Planned project implementation time (short-term - to 2 years, mid-term - to 5 years, long-term - to 10 year)
- Degree (level) of project implementation
- Expected results for the development of intermodal transport

2.3.1. Railway transport projects

1. Project: Node Žilina

Project goals	Modernization of infrastructure with elimination of speed bumps in Railway station Žilina. The catenary will be modernized with preparation for transition from AC to DC and its implementation on section Púchov - Žilina.
Project owners (responsible for the project)	Železnice Slovenskej republiky
Project budget and/or financing sources	Project budget: 380 milions EUR Source: EU funds up to 85% and own resources (state budget) Utilizing OPII 2014 - 2020, OP 2021 - 2027 and CEF
Planned project implementation time (short-term - to 2 years, mid-term - to 5 years, long-term - to 10 year)	Mid-erm with implementation in 2021 - 2024
Degree (level) of project implementation	Public procurement under way
Expected results for the development of intermodal transport	Elimination of speed bumps with smoother speed transition that will results in lower energy consumption and shorter travel time. Modernized safety equipment and elimination of grade crossings will result in higher safety.

2. Project: Krásno nad Kysucou - Čadca (border)

Project goals	Modernization of infrastructure with elimination of speed bumps. The catenary will be modernized with preparation for transition from AC to DC in lated date afther modernization of whole line Liptovský Mikuláš (Poprad) - Žilina.
Project owners (responsible for the project)	Železnice Slovenskej republiky
Project budget and/or financing sources	Project budget: 300 milions EUR Source: EU funds up to 85% and own resources (state budget) Primaly utilizing CEF and secondary OP 2021 - 2027
Planned project implementation time (short-term - to 2 years, mid-term - to 5 years, long-term - to 10 year)	Mid-term with implementation in 2022 - 2025

Degree (level) of project implementation	Preparation of project documentation and public procurement
Expected results for the development of intermodal transport	Elimination of speed bumps with smoother speed transition that will result in lower energy consumption and shorter travel time. Modernized safety equipment and elimination of grade crossings will result in higher safety.

3. Project: ETCS Mosty u Jablunkova - Dětmárovice

Project goals	Equipment of line 301A in the section Mosty u Jablunkova - Dětmárovice with the ETCS system - a unified pan-European security system, which will ensure higher safety of operation on European railways and enable smooth crossing of the railway between individual states. It will remove obsolete and inconsistent systems in individual states. Allows you to increase the speed to 160 km/h.
Project owners (responsible for the project)	Správa železnic, s.o. (railway infrastructure manager)
Project budget and/or financing sources	Total investment costs: approx. CZK 590 million source: It is expected to co-finance from EU resources under the Operational Program Transport 2021-2027. amount of subsidy: max 85% of the total eligible costs.
Planned project implementation time (short-term - to 2 years, mid-term - to 5 years, long-term - to 10 year)	Implementation period: 4/2021 - 10/2022 (short-term)
Degree (level) of project implementation	Project in planning - elaboration of DÚR (documentation for land management)
Expected results for the development of intermodal transport	Equipping the line with ETCS will also help combined transport trains to cross the borders between national rail networks smoothly (interoperability) and increase rail safety.

4. 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 owners (responsible for the project)	Správa železnic, s.o. (railway infrastructure manager)
Project budget and/or financing sources	Total investment costs: the processing of project documentation has not started yet - the stations to be reconstructed are not known source: It is expected to co-finance from EU resources under the Operational Program Transport 2021-2027. amount of subsidy: max 85% of the total eligible costs
Planned project implementation time (short-term - to 2 years, mid-term - to 5 years, long-term - to 10 year)	Implementation period: 2021-2027 (long term)
Degree (level) of project	Project in the planning phase.

implementation	
Expected results for the development of intermodal transport	Increasing the capacity of line sections within the international freight corridor RFC5 (extension of transport tracks for 740 m long freight trains, including combined transport trains).

5. Project: Optimization of the railway line section Český Těšín (outside) - Albrechtice u Českého Těšína (inclusive)

Project goals	Increasing the speed on the 301D line in the given section from 80 km/h to 100 -145 km/h and thus increasing the throughput.
Project owners (responsible for the project)	Správa železnic, s.o. (railway infrastructure manager)
Project budget and/or financing sources	Total investment costs: CZK 3,168,500,000. source: It is expected to co-finance from EU resources under the Operational Program Transport 2021-2027. amount of subsidy: max 85% of the total eligible costs.
Planned project implementation time (short-term - to 2 years, mid-term - to 5 years, long-term - to 10 year)	Implementation period: 2023 - 2025 (mid-term)
Degree (level) of project implementation	Project in the planning phase - elaboration of the project intention.
Expected results for the development of intermodal transport	Line 301 D is part of the main line (RFC 5 corridor) and will enable an increase in throughput also for combined transport trains from the terminal in Havířov and for trains running in the direction of Slovakia.

2.3.2. Road projects

6. Project: D3 Žilina, Brodno - Kysucké Nové Mesto

Project goals	Construction of new motorway between towns Kysucké Nové Mesto and Žilina a part of South - North D3 expressway Žilina - Čadca - national border SK/CZ
Project owners (responsible for the project)	Národná diaľničná spoločnosť
Project budget and/or financing sources	Project budget: 344 milion EUR Source: EU funds up to 85% and own resources (state budget)
Planned project implementation time (short-term - to 2 years, mid-term - to 5 years, long-term - to 10 year)	Long term with implementation of the project by the year 2027.
Degree (level) of project implementation	Preparation of projec documentation
Expected results for the development of intermodal transport	Faster and safer road transport that will transfer the traffic from I. class road I/11 that will lead to less congestions on this road and faster travel speed.

7. Project: D3 Kysucké Nové Mesto - Oščadnica

Project goals	Construction of new motorway between town Kysucké Nové Mesto and vilage Krásno nad Kysucou a part of South - North D3 expressway Žilina - Čadca - national border SK/CZ
Project owners (responsible for the project)	Národná diaľničná spoločnosť
Project budget and/or financing sources	Project budget: 220 milion EUR Source: EU funds up to 85% and own resources (state budget)
Planned project implementation time (short-term - to 2 years, mid-term - to 5 years, long-term - to 10 year)	Long term with implementation of the project by the year 2030.
Degree (level) of project implementation	Preparation of projec documentation
Expected results for the development of intermodal transport	Faster and safer road transport that will transfer the traffic from I. class road I/11 that will lead to less congestions on this road and faster travel speed.

8. Project: D3 Oščadnica - Čadca Bukov 2. Profile

Project goals	Construction of new motorway around town Čadca a part of South - North D3 expressway Žilina - Čadca - national border SK/CZ
Project owners (responsible for the project)	Národná diaľničná spoločnosť
Project budget and/or financing sources	Project budget: 60 milion EUR Source: EU funds up to 85% and own resources (state budget)
Planned project implementation time (short-term - to 2 years, mid-term - to 5 years, long-term - to 10 year)	Long term with implementation of the project by the year 2027.
Degree (level) of project implementation	Preparation of projec documentation
Expected results for the development of intermodal transport	Faster and safer road transport that will transfer the traffic from I. class road I/11 that will lead to less congestions in the town Čadca.

9. 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 owners (responsible for the project)	Ředitelství silnic a dálnic (road infrastructure manager)
Project budget and/or financing sources	Total investment costs I. stage: 2 169 232 817 CZK (without VAT) - price according to the contract) Stage II: 1 770 000 000 CZK (without VAT) source: It is expected to co-finance from EU resources under the Operational

	Program Transport 2014-2020. amount of subsidy: max 85% of the total eligible costs.
Planned project implementation time (short-term - to 2 years, mid-term - to 5 years, long-term - to 10 year)	Implementation period: 09/2019 - 07/2022 (short-term)
Degree (level) of project implementation	Project in the implementation phase.
Expected results for the development of intermodal transport	Improving connections to Slovakia and to the terminals in Paskov and Mošnov.

10. Project: I/68 Třanovice - Nebory

Project goals	The last part of the Třinec bypass (it connects to the previously put into operation part of the road I/11 in the section Nebory - Oldřichovice - Bystřice).
Project owners (responsible for the project)	Ředitelství silnic a dálnic (road infrastructure manager)
Project budget and/or financing sources	Total investment costs: CZK 2,145 million excluding VAT source: It is expected to co-finance from EU resources under the Operational Program Transport 2021 -2027.
Planned project implementation time (short-term - to 2 years, mid-term - to 5 years, long-term - to 10 year)	Implementation period: 2019-2022 (short-term) 6.11.2019 - start of construction of the road I/68 Třanovice - Nebory. Expected year of commissioning: 07/2022
Degree (level) of project implementation	Project in the implementation phase - start of construction: 2019 Tender for contractor: January 2019.
Expected results for the development of intermodal transport	The construction of the road will enable the capacity of the road connection in the direction to Slovakia to be increased, including truck transport related to the transport of automotive components between Hyundai in Nošovice and KIA in Žilina. In addition, it can be used for the collection and distribution of containers from the combined transport terminal in Paskov.

2.4. Projects eliminating or reducing bottlenecks

Railway transport

11. 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)
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	and Bohumín-Vrbice / Chalupki (train clearance, replacement of locomotives, staff, etc.).
Project owners (responsible for the project)	Správa železnic, s.o. (railway infrastructure manager) PKP PLK (railway infrastructure manager) Železnice Slovenskej republiky (railway infrastructure manager)
Project budget and/or financing sources	Total investment costs: not yet known Source: Co-financing from EU and national programs is envisaged
Planned project implementation time (short-term - to 2 years, mid-term - to 5 years, long-term - to 10 year)	Implementation period: 2022 (short-term)
Degree (level) of project implementation	Project in the planning and preparation phase of implementation.
Expected results for the development of intermodal transport	Acceleration of international multimodal transport via PPS between the network of the Správa železnic, s.o., PKP PLK and Železnice Slovenské republiky.

3. Conclusions

In terms of modes of transport, in the SK-CZ cross-border area, 6 projects were indicated in the field of rail transport, and in the field of road projects, 5 projects were indicated, which gives a total of 11 projects. Among the mentioned projects, short-, medium- and long-term ones were listed. In the short-term period (until 2022), 4 projects were selected for implementation. In the medium term (until 2025), 3 projects were planned, while in the long term (until 2030), 4 projects were planned. When prioritizing the projects, the team of experts concluded that:

- all of the railway projects have a high priority,
- no high priority projects were identified among road projects.

Investment value

- The total amount of investment costs for high priority projects in the Czech Republic is set at more than 3 758 500 000 CZK (140 000 000 M EUR). To this amount must be added the costs of projects that have not yet been developed in the form of detailed projects (see table above). In particular, the amount of costs of the construction of a high-speed line (in design preparation) will be a multiple of the part calculated so far. Approximately 75% of the fixed amount falls on the core construction "Reconstruction of infrastructure of the railway junction Ostrava (RFC5)". The rest is made up of less expensive railway network constructions.
- The total amount of investment costs for high priority projects in the Slovakia is set at around 680 M EUR. Planned projects represents missing modernization of railways from Žilina to the North and Žilina node as important railway intersection in the Slovakia.
- The total amount of investment costs for medium priority projects in the Czech Republic is set at more than 227 M EUR. These costs consist of investments in the development of the road network.
- The total amount of investment costs for medium priority projects in the Slovakia is set at more than 624 M EUR. These costs consist of investments in the development of the road network (motorway D3).

Sources of funding

- Financing in the territory of the Czech Republic is expected in the form of co-financing from EU resources under the Operational Program Transport 2021-2027. The amount of the subsidy is estimated at a maximum of 85% of the total eligible costs.
- Financing in the territory of the Slovakia is expected in the form of co-financing from EU resources under the: Operational programme Integrated Infrastructure 2014-2020, future Operational Programme for period 2021-2027 and Connecting Europe Facility (CEF). The amount of the subsidy is estimated at a maximum of 85% of the total eligible costs.

Key stakeholders

The key stakeholders of the action plan will be the owners and main investors of the projects, i.e. .:

- National Highway Company,
- Ředitelství silnic a dálnic ČR (Directorate of Roads and Motorways (CZ),

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- Správa železnic (Railway Administration, s.o. (CZ)
 - Železnice Slovenskej republiky (Railways of Slovak Republic),
 - Národná diaľničná spoločnosť, a.s. (National Motorway Company, JSC.).