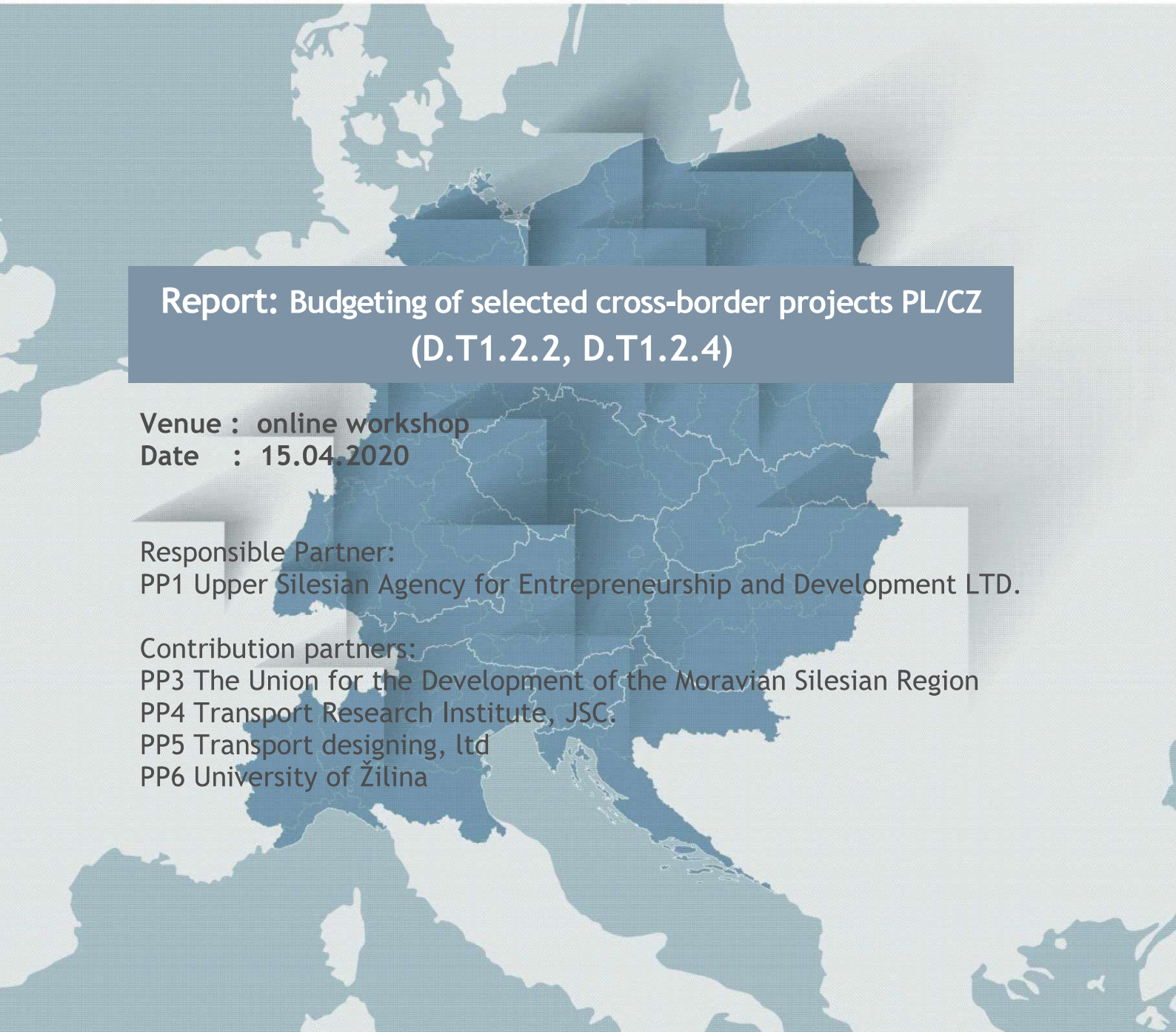

D.T1.2.2 Report
D.T1.2.4 Strategic workshop

06.2020

Budgeting of selected cross-border projects PL/CZ



**Report: Budgeting of selected cross-border projects PL/CZ
(D.T1.2.2, D.T1.2.4)**

Venue : online workshop
Date : 15.04.2020

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 objective of the report is to develop selected infrastructure projects that will allow for the implementation of strategic assumptions related to the development of multimodal transport on the border between Poland and the Czech Republic in relation to the entire TRITIA area (Fig.1).

Figure 1 - Region Tritia



The presentation of budgets and main stakeholders (owners) of the projects was based on data recorded in strategic projects and a broad debate with stakeholders (at the national and regional level). The key stakeholders include:

- PKP Polskie Linie Kolejowe (Polish railway infrastructure manager),
- Ministry of Marine Economy and Inland Navigation (PL)
- Polish Waters Holding (PL),
- General Director for National Roads and Motorways (PL),
- Ministry of Investment and Development (PL),

- Ministry of Infrastructure (PL),
- Marshal's Office Silesian Voivodeship (PL),
- Silesian Voivodeship Office (PL),
- Marshal's Office Opole Voivodeship (PL), Opole Voivodeship Office (PL),
- 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, road and water 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 Poland-Czech Republic border was copied from D.T.1.2.3. - see table 1 and table 2.

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 Dětmorovice - Petrovice u K. - crossing border PR, BC (including reconstruction station Dětmorovice and branching-off point Závada)
5	Infrastructure reconstruction of the railway lines Bohumín-Vrbice - Chatupki and Bohumín - Chatupki 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 Wrocław - Opole Voivodeship
25	Inland waterway transport - Oder Waterway - Modernization of locks and draft a short section in the Regional Water Management Board Wrocław - Opole Voivodeship
26	Inland waterway transport - Oder Waterway - Construction of a weir flap on the degree of water Mouth Nysa
27	Inland waterway transport - Odra-Danube (on the national part of the Koźle-Ostrava section)
28	Inland waterway transport - Kanał Śląski
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 Křmouš - 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

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

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 - Chalupki and Bohumín - Chalupki 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 Rybník - Chalupki 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 - Chalupki
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

2.3. 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: 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.
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Project owners (responsible for the project)	Správa železnic, s.o. (railway infrastructure manager)
Project budget and/or financing sources	Total investment costs: it is not yet possible to quantify the degree of project documentation source: It is expected to co-finance from EU resources under the Operational Program Transport 2021-2027. amount of subsidy: max 85% of the total eligible costs
Planned project implementation time (short-term - to 2 years, mid-term - to 5 years, long-term - to 10 year)	Implementation period: 2026-2029 (long-term)
Degree (level) of project implementation	Project in the planning phase - elaboration of a feasibility study.
Expected results for the development of intermodal transport	Project in the planning phase - elaboration of a feasibility study. The transfer of long-distance passenger trains will free up capacity on the existing line 305B for freight trains, incl. transit and container trains.

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 owners (responsible for the project)	Správa železnic, s.o. (railway infrastructure manager)
Project budget and/or financing sources	Total investment costs: more than CZK 15 billion (558 700 834 EUR) source: It is expected to co-finance from EU resources under the Operational Program Transport 2021-2027. subsidies from EU funds up to a maximum of 85% of eligible costs.
Planned project implementation time (short-term - to 2 years, mid-term - to 5 years, long-term - to 10 year)	Implementation period: 2025 - 2034 (long-term)
Degree (level) of project implementation	Project in preparation - preparation of project documentation.
Expected results for the development of intermodal transport	It will enable better traffic management on line 305B (part of the RFC5 corridor) and increase the possibility of stopping freight trains at the station, including international combined freight trains while waiting for the journey to PPS Petrovice u Karviné or Bohumín - Vrbice and further to Poland or Slovakia.

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 owners (responsible for the project)	Správa železnic, s.o. (railway infrastructure manager)
Project budget and/or financing sources	Total investment costs: CZK 1,126,926,232 (41 974 308 EUR) Reconstruction of the station includes: - track electrification, - new security equipment - relocation of Dětmárovice head by 0.176 km - extension of tracks for 740 m long freight trains - new platform source: Co-financing from EU sources is expected under the Operational Program Transport 2014-2020 and 2021-2027.
Planned project implementation time (short-term - to 2 years, mid-term - to 5 years, long-term - to 10 year)	Year of implementation: start of preparatory work 2020 - 2022 (completion of reconstruction) (short-term) Preparatory work - 2020, reconstruction of Dětmárovice railway station Reconstruction of both track tracks, Závada branch, Petrovice u Karviné railway station - 2021 Completion of the reconstruction of Petrovice u K. railway station and Dětmárovice railway station - 2022
Degree (level) of project implementation	Project in preparation. A building permit was issued. There was a tender for the contractor - he was selected.
Expected results for the development of intermodal transport	The reconstruction of the border crossing station will increase its throughput and reduce the number of international freight trains at this station, including combined transport trains.

4. Project: Railway line Dětmárovice - Petrovice u K. - crossing border PR, BC (including reconstruction station Dětmárovice 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.
Project owners (responsible for the project)	Správa železnic, s.o. (railway infrastructure manager)
Project budget and/or financing sources	Reconstruction of the 9.8 km line and the Petrovice u Karviné and Dětmárovice railway stations - speed increase to 100 km/h. 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: 2020-2022 (short-term).
Degree (level) of project implementation	Project in the planning and preparatory work phase - a building permit was issued. There was a tender for the contractor who was selected. Preparatory work - 2020, reconstruction of Dětmárovice railway station Reconstruction of both track tracks, Závada branch, Petrovice u Karviné railway station - 2021

	Completion of the reconstruction of Petrovice u K. railway station and Dětmárovice railway station - 2022.
Expected results for the development of intermodal transport	Increasing the capacity of the line and the reconstruction of the Dětmárovice and Petrovice stations, Section The defect will enable better management of international freight transport, including combined transport.

5. Project: Infrastructure reconstruction of the railway lines Bohumín-Vrbice - Chalupki and Bohumín - Chalupki 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 owners (responsible for the project)	Správa železnic, s.o. (railway infrastructure manager)
Project budget and/or financing sources	total investment costs: not yet quantified (the project of re-establishment of the Pudlov branch has not been prepared) 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 (mid-term)
Degree (level) of project implementation	Project in planning - elaboration of project intent.
Expected results for the development of intermodal transport	The line is part of the international freight corridor RFC 5 and the re-establishment of the Pudlov branch and the reconstruction of the Bohumín-Vrbice railway head will increase the capacity of the line.

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 owners (responsible for the project)	Správa železnic, s.o. (railway infrastructure manager)
Project budget and/or financing sources	Total investment costs: CZK 700 mil. (26 072 705 EUR) source: SFDI co-financing is expected - including EU resources under the Transport Operational Program in 2021-2027.
Planned project implementation time (short-term - to 2 years, mid-term - to 5 years, long-term - to 10 year)	Implementation period: 2024 (mid-term)
Degree (level) of project	The project is in the planning phase - elaboration of the investment plan.

implementation	Investment plan - 2020 Documentation for territorial proceedings (DUR) - 2022 Documentation for building permits (DSP) - 2023
Expected results for the development of intermodal transport	Possibility of a direct turn from line 305 B (part of the RFC 5 corridor) towards line 306A (and further to the planned combined transport terminal in Mošnov).

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 owners (responsible for the project)	Správa železnic, s.o. (railway infrastructure manager)
Project budget and/or financing sources	total investment costs: CZK 767,543,442.92 (28 588 477 EUR) source: Allocated subsidy from EU resources under the Operational Program Transport 2014-2020 in 2019. subsidies from EU funds: 276,833,197.90 CZK (10 311 129 EUR), ie 36.06%
Planned project implementation time (short-term - to 2 years, mid-term - to 5 years, long-term - to 10 year)	Implementation period: 1.8.2019 - 1.1.2022 (short-term)
Degree (level) of project implementation	Terminal project in preparation for implementation: In April 2020, the construction of an access road to the planned multimodal cargo transshipment depot Ostrava-Mošnov was started, and a third warehouse is being built in the transshipment depot. The actual construction of the terminal is still being prepared.
Expected results for the development of intermodal transport	Increasing the share of multimodal transport near the Mošnov airport near Ostrava - connection to rail, road and air 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 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 that will 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).

9. Project: Optimization (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 owners (responsible for the project)	Správa železnic, s.o. (railway infrastructure manager)
Project budget and/or financing sources	total investment costs: CZK 9.2 billion (342 669 845 EUR) 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 intent in the advanced phase.
Expected results for the development of intermodal transport	By electrifying the line, it is possible to operate the combined transport terminal in Paskov without the need for locomotive sections at the Ostrava-Kunčice station.

10. Project: Optimization 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 owners (responsible for the project)	Správa železnic, s.o. (railway infrastructure manager)
Project budget and/or financing sources	Total investment costs: CZK 6.5 billion (242 103 694 EUR) 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: 2025-2027 (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	Prospectively after electrification, it can be used as a bypass route, for example, at the time of closures for freight transport, including combined transport trains.

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

Project goals	Modernisation of railway infrastructure - work on railway line 287 (Nysa - Opole)
Project owners (responsible for the project)	PKP PLK
Project budget and/or financing sources	127 mln PLN (28 435 300 EUR) Regional Operational Programme - baseline
Planned project implementation time (short-term - to 2 years, mid-term - to 5 years, long-term - to 10 year)	Short term (2021)
Degree (level) of project implementation	In progress. Primarily planned to be completed by 2021, ROP list, For the line 287 Nysa - Opole, after the analysis of the technical condition of the line, it was decided to extend the material scope of works allowing to restore the original parameters of the line. This measure was in line with the assumptions developed jointly with the Municipality of WO, which provided for the revitalisation of the railway line no. 287 Nysa - Opole, which was a priority investment as a line connecting two major cities in the province. Following the arrangements made by PKP PLK S.A. with the Municipality of Opole, the amount of PLN 107 million was allocated for this task.
Expected results for the development of intermodal transport	Increasing throughput on line 287, improving technical conditions. Due to revitalization of the Nysa - Opole line (no. 287), the time of passage will be reduced by roughly 35 min (from about 1 h 30 min to about 55 min).

12. Project: Work on railway lines E30/E65 (including the line 93)

Project goals	Works on lines E30/E65 including line 93, Będzin - Katowice - Tychy - Czechowice Dziedzice - Zebrzydowice [a] Works on the basic passenger routes (E 30 and E 65) in the area of Silesia, stage I: line E 65 on the section Będzin - Katowice - Tychy - Czechowice Dziedzice - Zebrzydowice, LOT C section Most Wisła - Czechowice Dziedzice - Zabrze] [b] Works on the basic passenger routes (E 30 and E 65) in the area of Silesia, stage I: line E 65 on the section Będzin - Katowice - Tychy - Czechowice Dziedzice - Zebrzydowice (lot B, D)] [c] Works on the basic passenger lines (E 30 and E 65) within the area of Silesia, stage I: line E 65 on the section Będzin - Katowice - Tychy - Czechowice Dziedzice - Zebrzydowice (lot A1, A)].
Project owners (responsible for the project)	PKP Polskie Linie Kolejowe S.A.
Project budget and/or financing sources	5 176 689 820 PLN (1 159 060 850,70 EUR) Operational Programme Infrastructure and Environment
Planned project implementation time (short-term - to 2 years, mid-term - to 5 years, long-term - to 10 year)	Mid-term 2019 - 2023 (discussions on project implementation in the next financial perspective are ongoing)
Degree (level) of project	a) start of works financed from CEF and OPI&E cohesion fund, completion

implementation	planned by 2021, [b] reserve list, planned submission of an application to the CEF competition Project in the section covered by the concept of CPK] [c] Back-up Project for the section covered by the CPK concept]
Expected results for the development of intermodal transport	<p>The aim of the project is to adapt the line capacity to the expected passenger and freight traffic load while ensuring the required reserve capacity, to increase the capacity for freight traffic by providing the possibility to cross and overtake freight trains of min. 750 m by passenger trains (1435 mm normal track), increase the capacity for freight traffic by providing the possibility to accommodate freight trains with a min. 1050 m (1520 mm wide track), providing the possibility of carrying out a cyclical timetable for regional and long-distance trains (including those operating on PKA and CPK) improving passenger connections, increasing speed</p> <p>As a result of the Project, on the section of line no. 131, the following technical parameters will be achieved: maximum speed: passenger trains - 140 km/h, freight trains - 120 km/h; maximum possible axle load - 221 kN. The main objectives of the Project are: shortening the time of cargo transportation, shortening the travel time, increasing the competitiveness of railways; increasing the safety of passenger and cargo transportation; reducing the negative impact of rail traffic on the environment; elimination of architectural barriers for people with reduced mobility.</p>

13. Project: Railway lines 140 and 158, section Rybnik - Chałupki

Project goals	Improving the technical condition of railway lines No 140 and 158 on the Rybnik - Chałupki section
Project owners (responsible for the project)	PKP PLK SA
Project budget and/or financing sources	83 067 400 PLN (18 598 790,86 EUR) Source: KPK
Planned project implementation time (short-term - to 2 years, mid-term - to 5 years, long-term - to 10 year)	Short-term 2017-2020
Degree (level) of project implementation	<p>Implementation planned by 2023 KPK</p> <p>The works are necessary due to mining damages which occurred as a result of the works of KWK ROW Ruch Marcel part of Polska Grupa Górnicza. The works consist in improving the track and replacing sleepers and rails. The works are planned to be terminated in the first quarter of 2020. The contractor is Przedsiębiorstwo Inżynieryjno-Budowlane Armex from Sosnowiec. The value of the investment is PLN 2 million, financed by Polska Grupa Górnicza.</p>
Expected results for the development of intermodal transport	Improvement of transport services by increasing capacity and improving speed, improving capacity on the route to the Czech Republic for freight transport, elimination of bottlenecks (speed reduction to 20km/h on the Nędza section).

14. Project: Works on railway lines Chybie - Żory - Rybnik - Nędza (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 owners (responsible for the project)	PKP PLK SA
Project budget and/or financing sources	384 668 500 PLN (86 127 277,15 EUR) Reserve list for the revitalization of line no. 140 on the Rybnik Towarowy section - preparatory projects for ROP reserve projects budget: 73 000 000 PLN/16 344 700,00 EUR) 473 124 730 PLN (105 932 627,05 EUR) ROP Infrastructure and Environment
Planned project implementation time (short-term - to 2 years, mid-term - to 5 years, long-term - to 10 year)	Short-term 2017-2020
Degree (level) of project implementation	Implementation planned by 2023 The project "Works on railway lines No. 140, 148, 157, 159, 173, 689, 691 on the section Chybie - Żory - Rybnik - Nędza/Turze" with a net value of PLN 375 million was implemented in the years 2017 - 2019 from the Operational Programme Infrastructure and Environment 2014 - 2020 and co-financed in 80% from EU funds. The contractor was a consortium of companies: PRKił, Strabag, ZUE. Revitalization of railway line no. 140 on the section Rybnik Towarowy - Preparatory projects for reserve projects
Expected results for the development of intermodal transport	Elimination of bottlenecks in freight transport After PLK's investment, trains speeded up to 120 km/h, thanks to the replacement of 60 km of tracks and catenary network, among other things. 81 engineering structures were rebuilt, including bridges and viaducts. The trains run, among others, on the renovated, historical Zamysłowski Bridge on the Nacyna River in Rybnik and on the bridge in Strumień nad Wisłą municipality and the renovated overpass over Chwałowicka Street in Rybnik. The safety level has increased thanks to 129 new turnouts placed in the tracks. The devices are equipped with electric heating to remove snow and ice. The renovation 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 of railway lines with roads, provides better supervision and the possibility of quicker reactions. An important investment for freight traffic. The effects have helped to improve rail traffic in a very important social and economic region. The works increased the capacity on the railway lines of Rybnik Coal Area, an important part of the southern bypass of the Katowice Railway Junction. The trains can travel faster and safer, e.g. on bridges, which in turn increases the efficiency and competitiveness of ecological railway transport in relation to other means of transport. As a result of the Project implementation the following actions will take place: shortening the time of cargo transportation; shortening the travel time; increasing the competitiveness of railways; increasing the safety of transportation of passengers and cargo; decreasing the negative impact of rail traffic on the environment; elimination of architectural barriers for people with reduced mobility. At the same time, this line, after the assumed scope of works has been completed, will also play an important role, as a detour line, during the implementation of other infrastructural projects in Upper Silesia.

	Additionally, as a result of the Project implementation, passenger transport will be improved, on the section from Nędza/Turów, through Rybnik, to Żory. As a result of the Project implementation the original technical parameters of the line will be restored.
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15. Project: Works on railway lines C-E 65

Project goals	Works on railway line C-E 65, section Chorzów Batory - Tarnowskie Góry - Karsznice - Inowrocław - Bydgoszcz - Maksymilianowo; Works on railway line C-E-65, section Chorzów Batory - Tarnowskie Góry - Bydgoszcz
Project owners (responsible for the project)	PKP PLK SA
Project budget and/or financing sources	5 176 689 816 PLN (1 159 060 850 EUR) UE funds: 3 195 301 241 PLN (715 427 948 EUR) Operational Programme Infrastructure and Environment 2014-2020 Cohesion Fund
Planned project implementation time (short-term - to 2 years, mid-term - to 5 years, long-term - to 10 year)	mid-term (2023)
Degree (level) of project implementation	Implementation planned by 2023
Expected results for the development of intermodal transport	Freight trains will travel up to 120 km/h. The transport of goods from Silesia to ports in Gdansk and Gdynia will be improved. New rail traffic control devices will ensure efficient handling of more freight warehouses. The construction of new 4 local control centres in Bytom, Tarnowskie Góry, Herby Nowe and Zduńska Wola Karsznice will ensure a safe and smooth operation of trains. Engineering facilities will be adapted to handle traffic at higher speeds. The level of safety in rail and road traffic will also increase, among others, thanks to the modernisation of rail and road crossings.

16. Project: Works on railway line 93

Project goals	Improving of traffic flow along the railway line.
Project owners (responsible for the project)	PKP PLK SA
Project budget and/or financing sources	1 006 237 345 zł (225 296 541,66 EUR) UE funds: 686 518 646,97 zł (153 711 525,06 EUR) Operational Programme Infrastructure and Environment 2014-2020 Cohesion Fund
Planned project implementation time (short-term - to 2 years, mid-term - to 5 years, long-term - to 10 year)	Short-term (till november 2021)
Degree (level) of project implementation	The Project is intended to improve traffic flow on line 93, adapting the railway line to the requirements of the interoperability of the Trans-European rail system that forms part of the Trans-European transport network (TEN-T): - on the section Trzebinia - Oświęcim, i.e. on the section of line no. 93 from km 0.700 to km 24.053 (track no. 1) and up to km 24.017 (track no. 2)

	<p>modernization works are planned, assuming minor adjustments to the track system, reconstruction of the overhead contact line and equipment of the spark and technical infrastructure of other branches together with reconstruction of engineering facilities. - on the section Oświęcim - Czechowice Dziedzice, i.e. on the section of line no. 93 from km 24,053 (track no. 1) and from km 24,017 (track no. 2) to km 44,950 rehabilitation works are envisaged to restore the original construction parameters of the railway line together with introduction of new technological solutions. - At the Oświęcim station it is planned to correct the track system with the adjustment of srk equipment and technical infrastructure of other branches. The Project is envisaged: - modernisation of 3 stations and 7 passenger stops; - reconstruction of 8 bridges and 17 viaducts; - reconstruction of 3 pedestrian crossings. - purchase of land necessary for reconstruction of road viaducts. Planned end in 2021</p>
Expected results for the development of intermodal transport	<p>The project assumes the improvement of traffic flow along the railway line no. 93 and its adaptation to the requirements of the interoperability of the trans-European rail system that is part of the trans-European transport network (TEN-T). The sections covered by the investment run through Małopolskie and Silesia Voivodeships. The investment covers municipalities: Trzebinia, Chrzanów, Libiąż, Chelmek, Oświęcim, Brzeszcze, Wilamowice, Bestwina, Czechowice-Dziedzice.</p>

17. Project: Modernisation of the quality of transport services by improving the technical condition of railway line No. 143 in the section Kalety - Kluczbork

Project goals	Modernisation of the quality of transport services by improving the technical condition of railway line No. 143 in the section Kalety - Kluczbork
Project owners (responsible for the project)	PKP Polskie Linie Kolejowe S. A.
Project budget and/or financing sources	22 469 900 PLN (5 031 010,61 EUR) POIiŚ 7.1-70
Planned project implementation time (short-term - to 2 years, mid-term - to 5 years, long-term - to 10 year)	mid-term (2023)
Degree (level) of project implementation	The technical documentation of the project is being developed
Expected results for the development of intermodal transport	The implementation of the objectives will allow for a faster ride on the route: 120 km/h for passenger trains and 100 km/h for freight trains.

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

Project goals	Works on the railway line E-30 Kędzierzyn-Koźle - Opole Zachodnie (high priority)
Project owners (responsible for the project)	PKP PLK SA
Project budget and/or financing sources	835 500 000 PLN (187 068 450,00 EUR) EU funding of CEF (Connecting Europe Facility) National Contact Point reserve projects
Planned project implementation time (short-term - to 2 years, mid-term - to 5 years, long-term - to 10 year)	Q4 2021 r. Short-term
Degree (level) of project implementation	Over half of the investment has already been completed. Part of the tracks have already been laid, a new traction has been established, and two bridges are being renovated.
Expected results for the development of intermodal transport	<ul style="list-style-type: none"> – reducing the travel time of the fastest trains by 20 minutes, – elimination of speed limits on the line, – improvement of line capacity, frequency, communication and punctuality of calls, – Increasing the accessibility of rail transport, e.g. by adapting it to serve people with reduced mobility, – Improving static and dynamic passenger information and information to carriers, – Improving the safety of rail traffic, passengers, freight and road traffic at level crossings, – rationalise the operating and maintenance costs of the managed infrastructure and limit the devastation of railway infrastructure on the line, – ensuring interoperability of railways and enabling non-discriminatory access to Polish rail infrastructure for operators from other countries, – reducing the negative impact of transport on the environment.

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

Project goals	Works on the E59 Kędzierzyn-Koźle - Chałupki railway line
Project owners (responsible for the project)	PKP
Project budget and/or financing sources	183 000 000 PLN (40 973 700,00 EUR) (expected national funding As part of the project: "Upper Silesia's basic export routes".
Planned project implementation time (short-term - to 2 years, mid-term - to 5 years, long-term - to 10 year)	long-term
Degree (level) of project implementation	As part of "Works on the E59 Kędzierzyn Koźle-Chałupki railway line", track works on the Krzyżanowice-Chałupki section (south of Racibórz, near the Czech border) have already been completed, as well as works on the Racibórz-Krzyżanowice (south of Racibórz) and Bierawa-Nędza (north of Racibórz) sections. In December 2019. PLK announced a tender for the reconstruction of the

	<p>catenary system over individual sections of the Krzyżanowice-Chałupki, Racibórz-Krzyżanowice and the Krzyżanowice station itself. This is a total of over 22 km of network over the tracks and additionally over the Krzyżanowice station.</p> <p>Works on the Bierawa-Nędza and Racibórz-Krzyżanowice sections were also completed. They covered about 35 km of tracks, reconstruction of the catenary network and renovation of 28 engineering facilities. 14 crossings were replaced and 15 railway and road crossings were renovated. New railway traffic control equipment was installed.</p>
Expected results for the development of intermodal transport	Improved capacity, possibility of running longer trains (currently in Chałupki trains from the Czech Republic with a length of 600-700 meters have to be split, because the Polish network will not handle such long trains)

20. Project: Revitalization of railway line 90 Zebrzydowice - Cieszyn

Project goals	Increasing the speed over this distance
Project owners (responsible for the project)	PKP PLK SA
Project budget and/or financing sources	84 000 000 PLN (18 807 600 EUR) ROP Project on reserve list
Planned project implementation time (short-term - to 2 years, mid-term - to 5 years, long-term - to 10 year)	long-term
Degree (level) of project implementation	Preparatory projects for reserve projects
Expected results for the development of intermodal transport	Increasing the speed over this distance from 20/40 km/h to 60 km/h.

21. Project: Revitalization of railway line 131

Project goals	Revitalization of railway line 131 Chorzów Batory - Tczew, section Bydgoszcz Główna - Tczew Revitalization of railway line 131 Chorzów Batory - Tczew, section Bydgoszcz Główna - Zduńska Wola - Chorzów Batory
Project owners (responsible for the project)	PKP
Project budget and/or financing sources	I part: 3 740 400 PLN (837 475 EUR) II part: 58 959 700 PLN (13 341 412 EUR) NCP
Planned project implementation time (short-term - to 2 years, mid-term - to 5 years, long-term - to 10 year)	long-term
Degree (level) of project implementation	1) 2) Project on the section covered by the NCP approach
Expected results for the development of intermodal transport	

22. Project: Optimization 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 owners (responsible for the project)	Správa železnic, s.o. (railway infrastructure manager)
Project budget and/or financing sources	Total investment costs: CZK 1.8 billion (67 044 100 EUR) 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 phase of processing project documentation - project intent.
Expected results for the development of intermodal transport	Increasing throughput on the line section used for international freight trains in the west - east direction.

2.3.2. Inland waterway projects

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

Project goals	Modernization of the Gliwice Canal - reconstruction of the existing water levels and infrastructure of the Gliwice Canal, including the Oder locks on the Gliwice Canal, in the section under the management of Regional Water Management Boards Gliwice - adaptation to the third class of the waterway - Stage II, together with adaptation of the Canal in stages to the Vb class waterway, as the next stage of modernization works.
Project owners (responsible for the project)	Ministry of Marine Economy and Inland Navigation; Polish Waters Holding
Project budget and/or financing sources	The document "Expertise on the development of inland waterways in Poland for 2016-2020 with perspective to 2030" assumes a budget of PLN 3,070.1. 3 070 180 000 PLN (687 413 302,00 EUR)
Planned project implementation time (short-term - to 2 years, mid-term - to 5 years, long-term - to 10 year)	Long-term Till 2030
Degree (level) of project implementation	Project in progress. Stage I was completed in 2016. Stage II is scheduled for completion in mid 2021. Stage III until 2030.
Expected results for the development of intermodal transport	The main goal of the modernization is to improve the conditions of water transport by increasing the capacity and efficiency, shortening the lock time, increasing the safety of traffic on the Canal and the reliability of equipment at the locks. The development of infrastructure also increases the attractiveness of the region and the improvement of shipping conditions

	results in the transfer of some road and rail cargo to water, which is beneficial for the environment.
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24. Project: Inland waterway transport - Oder Waterway - Modernization of Oder flap gate weirs on the section within Regional Water Management Board Wrocław - Opolskie Voivodeship

Project goals	Modernization of Oder weirs on the section of the Wrocław - Opolskie Voivodeship Regional Water Management Board, stage I; (Januszkowice, Wróblin, Zwanowice) and stage II; (Krępa, Groszowice, Dobrzeń)
Project owners (responsible for the project)	Ministry of Marine Economy and Inland Navigation; Polish Waters Holding
Project budget and/or financing sources	Stage I: Current value of the Project: PLN 109,762,415.39 (24 575 804,81 EUR) (Operational Programme Infrastructure and Environment 2014-2020) Stage II: PLN 154 000 000.00 (34 480 600,00 EUR) (Operational Programme Infrastructure and Environment 2014-2020)
Planned project implementation time (short-term - to 2 years, mid-term - to 5 years, long-term - to 10 year)	Short - term: Stage I: construction and assembly works: December 2016 - January 2021 commissioning and settlement of the investment - March 2021. Mid-term: Stage II: in IV2020 a contract for the investment was signed. Planned completion of the investment in the Q1 2023.
Degree (level) of project implementation	Stage I in progress. Stage II: a contract for the investment was signed.
Expected results for the development of intermodal transport	Adaptation of the Oder River to the parameters of waterway class III by ensuring a constant, unchanging level of water accumulation, guaranteeing navigation on the Oder, which will be guaranteed by hydraulically driven flap closures with automatic and remote control. In addition to guaranteeing the maintenance of constant navigational depths, independent of the size of flows in the river, the flapper closures will also allow much safer passage of flood waters and ice floes. A forward-looking plan to achieve a class IV waterway in this section of the Oder River will require the modernization of the existing locks and their advancement, as well as the regulation and adaptation of the riverbed to specific navigation parameters, while no further reconstruction of these weirs will be necessary. The investment will contribute to the social and economic development of the region through: <ul style="list-style-type: none"> - increasing the quality and attractiveness of the area, located in the vicinity of the Oder River; - improving flood safety of the inhabitants of the Dolnośląskie and Opolskie Voivodeships; - improving elements of existing and planned development and land use in the zone adjacent to the Oder River, including valuable elements of historic buildings occurring in the cities; - reducing the negative impact of transport on the environment. The investment may also have an impact on the development of the metallurgical industry, shipbuilding, ports, the establishment of insurance forwarding companies, and the development of inland fishing.

25. Project: Inland waterway transport - the Oder Waterway - Modernisation of train and short locks on the section within Regional Water Management Board Wrocław - Opole voivodeship

Project goals	Modernization of 3 long traction locks with their advancements and controls
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	on water levels: Januszkowice, Krapkowice and Opole, and revitalisation of short locks for the continuity of inland navigation - adaptation of the Oder River to the third class of waterway
Project owners (responsible for the project)	Ministry of Marine Economy and Inland Navigation; Polish Waters Holding
Project budget and/or financing sources	PLN 219,25 million (47 906 125 EUR) for the water level in Krapkowice and PLN 171.09 million (37 383 165 EUR) for the barrage in Januszkowice. (Operational Programme Infrastructure and Environment 2014-2020). Opole - planned to be financed in the next financial perspective, no data on the budget.
Planned project implementation time (short-term - to 2 years, mid-term - to 5 years, long-term - to 10 year)	Mid -term: Krapkowice, Januszkowice. The end date: Q1 2023. (completion of construction and assembly works). Long-term: Opole until 2030.
Degree (level) of project implementation	The documentation was prepared and the pre-contract signed. In the nearest future a contract for the implementation of the investment (Q2 2020) - Krapkowice and Januszkowice is to be signed.
Expected results for the development of intermodal transport	The investment will contribute to the social and economic development of the region through: - increasing the quality and attractiveness of the area, located in the vicinity of the Oder River; -improving flood safety of the inhabitants of the Lower Silesian and Opole provinces; -improving elements of existing and planned development and land use in the zone adjacent to the Oder River, including valuable elements of historic buildings occurring in the cities; -reducing the negative impact of transport on the environment. The investment may also have an impact on the development of the metallurgical industry, shipbuilding, ports, the establishment of insurance forwarding companies, and the development of inland fishing.

26. Project: Inland waterway transport - Oder Waterway - Construction of a flap gate weir on the barrage of the Nysa River estuary

Project goals	Construction of a flap gate weir on the barrage of the Nysa River estuary including accompanying objects.
Project owners (responsible for the project)	Ministry of Marine Economy and Inland Navigation; Polish Waters Holding
Project budget and/or financing sources	PLN 315,01 million (Operational Programme Infrastructure and Environment 2014-2020).
Planned project implementation time (short-term - to 2 years, mid-term - to 5 years, long-term - to 10 year)	Mid-term: Planned date of completion of works - Q1 2023. (acceptance of construction and assembly works)
Degree (level) of project implementation	The documentation was prepared and the pre-contract signed. In the nearest future an agreement for the implementation of the investment is to be signed (Q2 2020).
Expected results for the development of intermodal transport	The project aims to develop and improve the inland waterway on the Oder River and to develop environmentally friendly low-emission transport systems. The result of the works on the facility will be a greater use of environmentally friendly transport and improvement of inland waterways.

	The investment is also of strategic socio-economic importance for the region, and in particular for the improvement of navigation conditions on the Oder River.
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27. Project: Inland waterway transport - Oder-Danube (on the national part of the Koźle-Ostrava section)

Project goals	Koźle-Ostrava section
Project owners (responsible for the project)	Ministry of Marine Economy and Inland Navigation; Polish Waters Holding
Project budget and/or financing sources	The estimated costs of the construction of the Koźle-Ostrawa national shipping link on the domestic section amount to about PLN 2,34 billion in the optimal variant (and PLN 2,59 billion in the second variant and PLN 2.55 billion in the third variant) (579 901 000,00 EUR). The costs do not take into account the construction of the Buków and Racibórz tanks themselves, but only the waterway infrastructure running through these tanks.
Planned project implementation time (short-term - to 2 years, mid-term - to 5 years, long-term - to 10 year)	Long - term: powyżej 2030.
Degree (level) of project implementation	Currently, the project is waiting for a decision on its implementation.
Expected results for the development of intermodal transport	Inland waterways and, similarly, the Danube-Oder-Elbe corridor, will bring a number of benefits for local entrepreneurship and its development in the regions. This is mainly because : <ul style="list-style-type: none"> - inland waterway transport is the preferred mode of transport because of the large size of the goods, mass types of products transported over long distances. These cost savings help to clearly widen the markets for national exporters and reduce the production costs of those products that use waterborne transport; - industries that use large quantities of raw materials usually have special tariffs that motivate them to use waterways and water transport. Most of these industries employ skilled and well-paid workers, which significantly helps to develop living standards in the regions; - inland waterway transport cannot be replaced by other modes of transport as far as the transport of large technological equipment is concerned; - Containerisation of goods makes it possible to fully integrate waterborne transport for all goods; - the D-O-E water corridor would also make it possible to supply water to the areas along its route. Sufficient water is a prerequisite for sustainable development and nature conservation; - a special type of recreation and tourism, the opportunities offered by the waterway help the development of local businesses such as harbours, restaurants, accommodation and recreational facilities.

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

Project goals	Construction of the Silesian Canal
Project owners (responsible for the project)	Ministry of Marine Economy and Inland Navigation; Polish Waters Holding
Project budget and/or financing sources	The estimated cost of building the canal is PLN 11 billion. (2 462 900 000,00 EUR)
Planned project	Long - term: beyond 2030 r.

implementation time (short-term - to 2 years, mid-term - to 5 years, long-term - to 10 year)	
Degree (level) of project implementation	Currently, the project is waiting for a decision on its implementation.
Expected results for the development of intermodal transport	The concept of linking the Upper Vistula with the system of European waterways through the Silesian Canal allows to include this waterway in the Central European Transport Corridor (CETC-ROUTE 65). Benefits as with the DOL connection, with the canal being an integral part.

2.3.3. 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 owners (responsible for the project)	Ředitelství silnic a dálnic (road infrastructure manager)
Project budget and/or financing sources	Total investment costs: Stage I: 2 169 232 817 CZK (80 796 812 EUR) (without VAT) Stage II: 1 770 000 000 CZK (65 926 698 EUR)(without VAT) 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	Improvement of connections to Slovakia and to the terminals in Paskov and Mošnov.

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 owners (responsible for the project)	Ředitelství silnic a dálnic (road infrastructure manager)
Project budget and/or financing sources	Total investment costs: CZK 975,516,435.00 (36 334 789 EUR) Approved contribution from EU funds: CZK 629,732,566.99 (23 455 474 EUR) source: Co-financing from EU resources under the Operational Program Transport 2014 -2020.
Planned project implementation time (short-term - to 2 years, mid-term - to 5 years, long-term - to 10 year)	Implementation period: 2023 (mid -term) Project start date: 1.4.2018 Project completion date: 31.1.2023
Degree (level) of project implementation	Project in the implementation phase.
Expected results for the development of intermodal transport	An important construction enabling connections with Slovakia and Poland in relation to Hyundai. Improvement of connections towards the terminal in Mošnov and Paskov.

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 owners (responsible for the project)	Ředitelství silnic a dálnic (road infrastructure manager)
Project budget and/or financing sources	Total estimated investment costs: CZK 1,106,000,000 (41 194 874 EUR) (excluding VAT) Construction price according to the contract: 898 804 202 CZK (33 477 510 EUR) (without VAT) 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)	Tender for contractor: 19.12.2019 Implementation period: 2020-2023 (mid-term)
Degree (level) of project implementation	Project in preparation.
Expected results for the development of intermodal transport	The construction of the bypass will contribute to the acceleration of traffic in the direction to Poland, including, for example, the distribution and collection of containers from the terminal in Havířov or Paskov to customers.

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
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	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 owners (responsible for the project)	Ředitelství silnic a dálnic (road infrastructure manager)
Project budget and/or financing sources	Total investment costs: CZK 687,202,079.00 Approved contribution from EU funds: CZK 496,648,971.80 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: 2017 - 2020 (short-term) Project start date: 8.6.2017 Project completion date: 31.8.2020
Degree (level) of project implementation	Project in the implementation phase.
Expected results for the development of intermodal transport	The new section of the I/58 road from Příbor towards Ostrava will contribute to the improvement and acceleration of transport connections in the direction to Poland, Opava and Ostrava. Among other things, it will be used by trucks performing pick-up and delivery from/to the combined transport terminal in Mošnov.

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 owners (responsible for the project)	Ředitelství silnic a dálnic (road infrastructure manager)
Project budget and/or financing sources	Total investment costs: CZK 2,882,067,832.00 (107 347 580 EUR) Approved contribution from EU funds: CZK 1,465,802,476.45 (54 596 337 EUR) 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 (short-term) Project start date: 5/17/2017 Project completion date: 31.5.2021
Degree (level) of project implementation	Project in the implementation phase.
Expected results for the development of intermodal transport	It will contribute to the acceleration of transport, including, for example, the delivery and collection of containers from / to the prospective combined transport terminal in Mošnov.

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
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	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 owners (responsible for the project)	Ředitelství silnic a dálnic (road infrastructure manager)
Project budget and/or financing sources	Total investment costs of the western part of the bypass: over CZK 1,500,000,000. source: It is expected to co-finance from EU resources under the Operational Program Transport 2014-2020 and 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)	Years of implementation of the western part of the north. bypass: 2020 - 2023 (short-term). Year of completion of the entire bypass: 2027 (long-term) Call for tenders (western part of the north-east): until 5.5.2020 Eastern part of the north. The bypass was completed in October 2019.
Degree (level) of project implementation	The documentation for the building permit (DSP) is being processed.
Expected results for the development of intermodal transport	Improving transport connections in the direction of Poland and Ostrava.

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 owners (responsible for the project)	Ředitelství silnic a dálnic (road infrastructure manager)
Project budget and/or financing sources	Total investment costs: CZK 948,991,370 (35 346 818 EUR) (excluding VAT) according to the contract 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: 2017-2021 (short-term)
Degree (level) of project implementation	Project in the implementation phase.
Expected results for the development of intermodal transport	Improving transport connections in the direction of Poland and Ostrava and Opava.

36. Project: Transport drogowy - Autostrada A1 (odcinek E w ramach województwa śląskiego)

Project goals	Construction of the A1 motorway section (section E) from the border of Łódzkie and Silesia voivodship to the Rzaśawa junction (without the junction), from km 399+742.51 to km 416+650.
Project owners (responsible for the project)	General Director for National Roads and Motorways (GDDiKA)

Project budget and/or financing sources	Value of investment: PLN 699 823 113.41 (156 690 395,09 EUR) Sources of funding: funds at the disposal of the General Director for National Roads and Motorways, and co-financing from European Union funds is envisaged.
Planned project implementation time (short-term - to 2 years, mid-term - to 5 years, long-term - to 10 year)	Implementation 2019 - 2022 (short-term)
Degree (level) of project implementation	Project in progress ("Design-Build" formula) - agreement from 2018. Progress of works: Estimated material progress - approx. 26.66%. The implementation time is 43.1%. Financial advancement - 35.31%
Expected results for the development of intermodal transport	The expected effect of the realization of this investment will be the following benefits: <ul style="list-style-type: none"> - creation of the main transport route connecting the Trójmiasto with the Czech border (border crossing in Gorzyczki), and indirectly with Toruń, Łódź and Katowice, - facilitating access to Polish ports for entrepreneurs from the Czech Republic, Slovakia or Hungary and, as a result, developing the domestic economy, - transfer of transit and a large part of passenger traffic from national and local roads, - reduction of travel time between Pyrzowice and the voivodeship border by more than half, - increase travel comfort, reduce the risk of accidents, improve pedestrian traffic conditions, - reduction of exhaust emissions and noise levels in areas currently in use, - facilitating access to major loading bays. <p>Due to its course, the motorway can play an important role in intermodal transport, taking part in the supply-and-go processes to and from important transshipment nodes.</p>

37. Project: Transport drogowy - Droga ekspresowa S1 Pyrzowice - Bielsko-Biała

Project goals	Construction of a section of the S1 expressway between Pyrzowice and Bielsko-Biała
Project owners (responsible for the project)	General Director for National Roads and Motorways (GDDiKA) - Division Katowice
Project budget and/or financing sources	Value of investment: Section 1 - PLN 125 074 549.10 PLN (28 004 191,54 EUR) Section 2 - according to media reports from March 2020, the contractor selected in the tender will design and build a road for about PLN 274.8 million (61 527 720,00 EUR) (signing the contract is planned for mid-2020), Section 3 - estimated budget of about PLN 3 billion PLN (671 700 000,00 EUR) Investment included in the National Roads Construction Programme
Planned project implementation time (short-term - to 2 years, mid-term - to 5 years, long-term - to 10 year)	Years of implementation: Section 1: 2018 - 2021 (short-term) Section 2: 2021 - 2024 (mid-term) Section 3: 2021 - 2024 (mid-term)
Degree (level) of project implementation	Section 1 - stage III in progress, handing over the construction site - December 2018, financial advancement: 47,95%; Section 2 - December 2019 announcement of a tender for the execution of

	the task in the "Design-build" formula. Section 3 - in a tendering procedure, the "Design-build" formula.
Expected results for the development of intermodal transport	The expected effect of the implementation of this investment will be the following benefits: Improved road traffic safety; Reinforcement of road load capacity; Relief of the national road between Bielsko and Katowice; Connection between the border in Zwardoń and the airport in Pyrzowice, where S1 crosses the A1 motorway; The extension of the S1 to the south outside Poland is the Slovakian D3 motorway from Žilina-Skalite; The road can play an important role in the processes of transport and return to and from terminals within the intermodal transport.

38. Project: Transport drogowy - S52 Beskidzka Droga Integracyjna

Project goals	Construction of the S52 so-called Beskidzka Droga Integracyjna (Beskid Integration Road)
Project owners (responsible for the project)	General Director for National Roads and Motorways (GDDiKA)
Project budget and/or financing sources	The value of the investment was not determined. There are reports of the amount of PLN 4.34 billion (971 726 000,00 EUR). The investment was not included in the current financing programme (National Roads Construction Programme for 2014-2023 with a perspective until 2025). The investment in question is on the list of tasks planned for implementation under the Programme, however, it is beyond the financial limit.
Planned project implementation time (short-term - to 2 years, mid-term - to 5 years, long-term - to 10 year)	Unknown exact years of implementation. Not before 2024-2027 (long-term), in the new financial perspective.
Degree (level) of project implementation	Project at the stage of concept development and preparatory works. On May 13, 2015, the Technical-Economic-Environmental Study was received, and on September 9, 2016, the decision on environmental conditions for the road investment was obtained.
Expected results for the development of intermodal transport	Benefits: Facilitation of congested national road 52; Connection of Bielsko-Biała and cross-border areas (border with Czech Republic and Slovakia) with Cracow; Improved safety (in road and pedestrian traffic); The road will enable the implementation of transport and carriageway tasks to points located within Krakow

39. Project: Road transport - S11 Kępno - A1 node Piekary Śl. (section in Silesia and Opolskie Voivodeship)

Project goals	Construction of four sections of the S11 expressway
Project owners (responsible for the project)	General Director for National Roads and Motorways (GDDiKA)
Project budget and/or financing sources	Section 1: Investment value: 1 937 500 000 PLN (433 806 250,00 EUR) Section 2: Investment value: 1 059 500 000 PLN (237 222 050,00 EUR) Section 3: Investment value: 667 692 363,55 PLN (149 496 320,20 EUR) Section 4: Investment value: no data
Planned project implementation time (short-	Sections 1 i 2: Implementation: 2024-2026 (long-term) Section 3: Implementation: 2020-2022 (short-term)

term - to 2 years, mid-term - to 5 years, long-term - to 10 year)	Section 4: Implementation: 2023-2025 (mid-term)
Degree (level) of project implementation	Sections 1 and 2: Project under preparation (in 2018 an agreement was concluded for the task "Technical-Economic-Environmental Study and materials for the application for a decision on environmental conditions for the construction of the S11 road in the Silesian Province"); Section 3: Stage of implementation - May 2019 a contract was signed for the design and implementation of the investment (Design & Build) Financial advancement of investments - 6.71% Time advancement - design stage: 80,48% Section 4: Project under preparation (November 2019 submission of an application for environmental decision to the Regional Directorate for Environmental Protection in Opole; the decision will finally approve the course of the road in this section);
Expected results for the development of intermodal transport	Benefits: - Improved traffic safety, - Shortening the travel time, - Bringing transit traffic out of the city (bypasses), - Connection of Wielkopolska with Silesia and Opolskie Voivodships (both Wielkopolska and Silesia) are strongly developed in terms of existing reloading terminals, quick connection gives the possibility to improve their cooperation in terms of material streams flows)

40. Project: Transport drogowy - Północna Obwodnica Kędzierzyna-Koźła

Project goals	Construction of the Kędzierzyn-Koźle bypass within the DK40 road in order to lead car traffic (mainly freight traffic) out of the city and better connect it with the transport network of various modes of transport
Project owners (responsible for the project)	General Director for National Roads and Motorways - Division Opole (GDDiKA)
Project budget and/or financing sources	approximately PLN 220.6 million gross (project and construction) (49 392 340,00 EUR). The objective is to be co-financed by the European Union and by the General Director for National Roads and Motorways (GDDiKA). Investment carried out under the National Roads Construction Programme for the years 2014-2023 (with a perspective to 2025)
Planned project implementation time (short-term - to 2 years, mid-term - to 5 years, long-term - to 10 year)	2020-2022 (short-term)
Degree (level) of project implementation	Project in progress; On 20.12.2017 the tender procedure for the design and construction of the bypass began; On 15 October 2018. a contract for design and construction of the northern bypass was signed. Advancement of design works - 86% Material advancement - 4.71% Financial advancement - 4.59%
Expected results for the development of intermodal transport	Improving transit traffic, Facilitating access to the A4 motorway Reduction of transport of hazardous materials to and from the Kędzierzyn-

	<p>Koźle Nitrogen Plant, improvement of safety in the city</p> <p>Connection of the interregional road from the Czech Republic and the south of the country to the river port on the Oder and to the railway junction in Kędzierzyn-Koźle,</p> <p>Communication with investment areas - influence on the development of economic activity of areas located in the corridor and in the neighbourhood</p>
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2.3.4. 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 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.

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 - Chalupki and Bohumín - Chalupki including railway turn Pudlov
See no. 6	Connection line (triangle) between lines 305B and 306A in the direction of Přerov - Mošnov and increase of capacity in stations Sedlnice-Bartošovice and Sedlnice
See no. 9	Optimization double tracking) and electrification of railway line Ostrava-Kunčice - Frýdek-Místek
See no. 12	Prace na linii E30/E65 (priorytet dla linii 93)

See no. 13	Linia kolejowych nr 140 i 158 na odcinku Rybnik - Chałupki (priorytet dla linii 158)
See no. 18	Prace na linii kolejowej E-30 Kędzierzyn-Koźle - Opole Zachodnie (priorytet)
See no. 19	Prace na linii kolejowej E59 (linia 151 - priorytet) (Kędzierzyn-Koźle - Chałupki)
See no. 20	Prace na linii kolejowej 190 Bielsko-Biała - Cieszyn (priorytet)
See no. 22	Project of optimalization railway section Ostrava-Kunčice (without) - Ostrava-Svinov/Polanka nad Odrou

The special inland waterway projects eliminating or reducing bottlenecks

See no. 28	Inland waterway transport - Odra-Danube (on the national part of the Koźle-Ostrava section)
See no. 29	Inland waterway transport - Kanał Śląski

Road transport

42. Project: Budowa łącznika Euroterminal Sławków z S1

Project goals	Construction of a connection between the Sławków Euroterminal and roads S1 and DK94
Project owners (responsible for the project)	Not determined
Project budget and/or financing sources	Not determined
Planned project implementation time (short-term - to 2 years, mid-term - to 5 years, long-term - to 10 year)	Long term
Degree (level) of project implementation	At the concept stage; there are no concrete and precise plans in this respect.
Expected results for the development of intermodal transport	<ul style="list-style-type: none"> • Development of the Euroterminal • Development of the New Silk Road connecting Europe with China, • The development of the south-west-south corridor, running from India through Iran to Sławków, • Relieve local roads from heavy road traffic, • Economic development of the region,

3. Conclusions

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

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

Investment value

- The total amount of investment costs for high priority projects in Poland is set at more than 34 bn PLN (more than 7,5 bn EUR). To this amount must be added the costs of projects that have not yet been developed in the form of detailed projects (e.g. construction of the Euroterminal Sławków link to S1). Investment costs for rail are comparable to investment costs for inland waterway projects, representing 90% of total costs.
- The total amount of investment costs for high priority projects in the Czech Republic is set at more than 19 394 469 674 CZK (722 380 325 mil EUR). To this amount must be added the costs of projects that have not yet been developed in the form of detailed projects (e.g.: project of high-speed line Ostrava - Přerov and Feasibility study of high-speed lines Ostrava - Katowice; infrastructure reconstruction of the railway lines Bohumín-Vrbice - Chatupki; railway line Dětmárovice - Petrovice u K. - crossing border). 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 85% of the fixed amount falls on the core construction "Reconstruction of infrastructure of the railway junction Ostrava (RFC5)". The rest is made up of less expensive railway network constructions.
- The total amount of investment costs for medium priority projects in Poland is set at more than 9,5 bn PLN (over 2 bn EUR).
- The total amount of investment costs for medium priority projects in the Czech Republic is set at more than 27 739 010 533 CZK (1 033 187 221 EUR). More than half is made up of investments in the railway network, the remaining part in the road network.

Sources of funding

- Financing in the territory of the Poland is expected in the form of co-financing from EU resources under the: Operational Programme Infrastructure and Environment (2014-2020) and Regional Operational Programme, National Railway Program, National Roads Construction Programme and future Operational Programme for period 2021-2027. The amount of the subsidy is estimated at a maximum of 85% of the total eligible costs.
- Financing in the territory of the Czech Republic is expected in the form of co-financing from EU resources under the Operational Program Transport 2021-2027. The amount of the subsidy is estimated at a maximum of 85% of the total eligible costs.

Key stakeholders

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

- PKP Polskie Linie Kolejowe (Polish railway infrastructure manager),
- Ministry of Marine Economy and Inland Navigation (PL)
- Polish Waters Holding (PL),
- General Director for National Roads and Motorways (PL),
- National Highway Company (CZ)
- Ředitelství silnic a dálnic ČR (Directorate of Roads and Motorways (CZ),
- Správa železnic (Railway Administration, s.o. (CZ).