

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

06.2020

Budgeting of selected cross-border projects PL/SK



**Report: Budgeting of selected cross-border projects PL/SK
(D.T1.2.2, D.T.1.2.4)**

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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
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 Polish-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:

- 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),
- Ministry of Transport and Construction of the Slovak Republic
- National Motorway Company (SK)
- Railways of the Slovak Republic

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.

2.1. List of projects

The list of projects implemented under the action plan on the Polish-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.	Works on the railway line No. 139 on the Czechowice Dziedzice - Bielsko Biata - Zwardoń (state border) section
2.	Project Poprad - Východná
3.	Project Východná - Liptovský Hrádok
4.	Project Liptovský Hrádok - Liptovský Mikuláš
5.	Project Liptovský Mikuláš - Ružomberok
6.	Project Ružomberok - Turany
7.	Project Turany - Vrútky
8.	Project Vrútky - Varín
9.	Project Node Žilina
10.	Project Krásno nad Kysucou - Čadca (border)
Road transport projects	
11	Project Part of the S1 expressway (formerly S69) Bielsko-Biata - Żywiec - Zwardoń, section Przybędza - Milówka (bypass of Węgierska Górka)
12	Project R3 Tvrdošín - Nižná nad Oravou
13	Project R3 Nižná nad Oravou - Dlhá nad Oravou
14	Project R3 Dlhá nad Oravou - Sedliacka Dubová
15	Project D1 Hubová - Ivachnová
16	Project D1 Hričovské Podhradie - Lietavská Lúčka

17	Project D1 Lietavská Lúčka - Dubná Skala
18	Project D1 Feeder Lietavská Lúčka
19	Project D1 Turany - Hubová
20	Project D3 Žilina, Brodno - Kysucké Nové Mesto
21	Project D3 Kysucké Nové Mesto - Oščadnica
22	Project D3 Oščadnica - Čadca Bukov 2. profile

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

No.	Projects
Railway transport projects	
23	Čadca - Skalité
24	Vrútky - Diviaky
See no. 1	Railway line 139-2 - Tychy - Pszczyna; 139-1 - Katowice Ligota - Mąkołowiec
25	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. Works on the railway line No. 139 on the Czechowice Dziedzice - Bielsko Biała - Zwardoń (state border) section

Project goals	Modernization works on the railway line No. 139 on the Czechowice Dziedzice- Bielsko Biała - Zwardoń section (state border)
Project owners (responsible for the project)	PKP Polskie Linie Kolejowe S.A.
Project budget and/or financing sources	No data available (Feasibility Study will be ready in 2021); the National Railway Program includes the project as a reserve project with a budget of PLN 350 million.
Planned project implementation time (short-term - to 2 years, mid-term - to 5 years, long-term - to 10 year)	Long term 2021-2027

Degree (level) of project implementation	<p>A tender was announced for the development of a feasibility study for the task "works on the railway line No. 139 on the Czechowice-Dziedzice - Bielsko-Biała - Żywiec - state border section". Apart from the line No. 139 on the 68 km Czechowice-Dziedzice - Zwardoń by lines No. 93 Trzebinia - Zebrzydowice and 97 Żywiec - Sucha Beskidzka.</p> <p>So far, modernization works have been carried out, mainly aimed at passenger transport on the following sections: Bielsko Biała Lipnik - Wilkowice Bystra (60 million); Żywiec- Węgierska Górka (35 million).</p>
Expected results for the development of intermodal transport	<p>The implementation of the project assumes:</p> <ul style="list-style-type: none"> - increasing the speed of trains; - increasing the safety and capacity of the lines; - ensuring rail interoperability.

2. Project Poprad - Východná

Project goals	Modernization of infrastructure with elimination of speed bumps. The catenary will be modernized with preparation for transition from AC to DC in later date after modernization of line from Žilina.
Project owners (responsible for the project)	Železnice Slovenskej republiky
Project budget and/or financing sources	Project budget: 320 millions 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)	Short term with implementation in 2021 - 2024
Degree (level) of project implementation	In realisation and project documentation preparation (stage realization)
Expected results for the development of intermodal transport	Elimination of speed bumps with smoother speed transition that will result in lower energy consumption and lower travel time. Modernized safety equipment and elimination of grade crossings will result in higher safety.

3. Project Východná - Liptovský Hrádok

Project goals	Modernization of infrastructure with elimination of speed bumps. The catenary will be modernized with preparation for transition from AC to DC in later date after modernization of line from Žilina.
Project owners (responsible for the project)	Železnice Slovenskej republiky
Project budget and/or financing sources	Project budget: 200 millions EUR Source: EU funds up to 85% and own resources (state budget) Utilizing OP 2021 - 2027 and CEF
Planned project implementation time (short-term - to 2 years, mid-term - to 5 years, long-term - to 10 year)	Middle term with implementation in 2024 - 2026
Degree (level) of project implementation	Preparation of project documentation
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.

4. Project Liptovský Hrádok - Liptovský Mikuláš

Project goals	Modernization of infrastructure with elimination of speed bumps. The catenary will be modernized with preparation for transition from AC to DC in later date after modernization of line from Žilina.
Project owners (responsible for the project)	Železnice Slovenskej republiky
Project budget and/or financing sources	Project budget: 350 millions EUR Source: EU funds up to 85% and own resources (state budget) Utilizing OP 2021 - 2027 and CEF
Planned project implementation time (short-term - to 2 years, mid-term - to 5 years, long-term - to 10 year)	Middle term with implementation in 2021 - 2024
Degree (level) of project implementation	Preparation of project documentation
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.

5. Project Liptovský Mikuláš - Ružomberok

Project goals	Modernization of infrastructure with elimination of speed bumps. The catenary will be modernized with preparation for transition from AC to DC in later date after modernization of line from Žilina.
Project owners (responsible for the project)	Železnice Slovenskej republiky
Project budget and/or financing sources	Project budget: 150 millions EUR Source: EU funds up to 85% and own resources (state budget) Utilizing OP 2021 - 2027 and CEF
Planned project implementation time (short-term - to 2 years, mid-term - to 5 years, long-term - to 10 year)	Middle term with implementation in 2024 - 2025
Degree (level) of project implementation	Before project documentation preparation without further information
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.

6. Project Ružomberok - Turany

Project goals	Modernization of infrastructure with elimination of speed bumps. The catenary will be modernized with preparation for transition from AC to DC in later date after modernization of line from Žilina.
Project owners (responsible for the project)	Železnice Slovenskej republiky
Project budget and/or financing sources	Project budget: 300 millions EUR Source: EU funds up to 85% and own resources (state budget) Utilizing OP 2021 - 2027 and CEF
Planned project implementation time (short-	Middle term with implementation in 2024 - 2028

term - to 2 years, mid-term - to 5 years, long-term - to 10 year)	
Degree (level) of project implementation	Before project documentation preparation without further information
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.

7. Project Turany - Vrútky

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 line from Žilina.
Project owners (responsible for the project)	Železnice Slovenskej republiky
Project budget and/or financing sources	Project budget: 150 milions EUR Source: EU funds up to 85% and own resources (state budget) Utilizing OP 2021 - 2027 and CEF
Planned project implementation time (short-term - to 2 years, mid-term - to 5 years, long-term - to 10 year)	Middle term with implementation in 2024 - 2025
Degree (level) of project implementation	Before project documentation preparation without further information
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.

8. Project Vrútky - Varín

Project goals	Modernization of infrastructure with elimination of speed bumps. The catenary will be modernized with preparation for transition from AC to DC afther the project implementation.
Project owners (responsible for the project)	Železnice Slovenskej republiky
Project budget and/or financing sources	Project budget: 200 milions EUR Source: EU funds up to 85% and own resources (state budget) Utilizing future OP
Planned project implementation time (short-term - to 2 years, mid-term - to 5 years, long-term - to 10 year)	Long term with implementation in 2028 - 2030
Degree (level) of project implementation	Before project documentation preparation without further information The project could be heavily modified (addition of third track in tunnel section) based on the traffic growth as this section is one of the main bottle neck on the TEN-T railway infrastructure.
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.

9. 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)	Short term 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.

10. 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 after 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) Primarly 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)	Short 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 results in lower energy consumption and shorter travel time. Modernized safety equipment and elimination of grade crossings will result in higher safety.

2.3.2. Road projects

11. Part of the S1 expressway (formerly S69) Bielsko-Biała - Żywiec - Zwardoń, section Przybędza - Milówka (bypass of Węgierska Górka)

Project goals	Construction of a section of the S1 expressway on the section Pyrzowice - Bielsko-Biała
Project owners (responsible for the project)	GDDKiA Katowice Department
Project budget and/or financing sources	Investment value: 1 545 986 825,74 PLN The investment is included in the National Road Construction Program

Planned project implementation time (short-term - to 2 years, mid-term - to 5 years, long-term - to 10 year)	Lata realizacji: 2018 - 2023 (mid-term)
Degree (level) of project implementation	Investment in progress. 10.2009 - 04.2019 obtaining the required permits 01.2018-10.2019 tender procedure, conclusion of the contract. Contractual work completion date: 23 August 2023
Expected results for the development of intermodal transport	The expected results of the investment in question will be the following benefits: <ul style="list-style-type: none"> - Improving road safety; - Strengthening the carrying capacity of the road; - Connection between the border in Zwardoń and the airport in Pyrzowice, where the S1 intersects with the A1 motorway; - The Slovak D3 motorway from Žilina to Skalite is an extension of the S1 southwards beyond the borders of Poland. The road can play an important role in the transport and drop off processes to and from terminals in intermodal transport.

12. Project R3 Tvrdošín - Nižná nad Oravou

Project goals	Construction of new expressway in vicinity of Tvrdošín town a part of North - South R3 highway Tvrdošín North - Martin - Žiar nad Hronom - Samerobce - national border SK/HU
Project owners (responsible for the project)	Národná diaľničná spoločnosť
Project budget and/or financing sources	Project budget: 83 milions 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)	Short term with implementation in 2020 - 2023
Degree (level) of project implementation	Public procurement under way
Expected results for the development of intermodal transport	Faster and safer road transport that will transfer the traffic outside the Tvrdošín town centre that will lead to less congestions.

13. Project R3 Nižná nad Oravou - Dlhá nad Oravou

Project goals	Construction of new expressway in vicinity vilage Podbiel' is a part of North - South R3 highway Tvrdošín North - Martin - Žiar nad Hronom - Samerobce - national border SK/HU
Project owners (responsible for the project)	Národná diaľničná spoločnosť
Project budget and/or financing sources	Project budget: 201 milions 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)	Midterm with implementation up to year 2026

Degree (level) of project implementation	Public procurement for project documentation under way
Expected results for the development of intermodal transport	Faster and safer road transport that will transfer the traffic from I. class road I/59 that will lead to less congestions.

14. Project R3 Dlhá nad Oravou - Sedliacka Dubová

Project goals	Construction of new expressway in vicinity of vilage Dlhá nad Oravou a part of North - South R3 highway Tvrdošín North - Martin - Žiar nad Hronom - Samerobce - national border SK/HU
Project owners (responsible for the project)	Národná diaľničná spoločnosť
Project budget and/or financing sources	Project budget: 77 milions 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)	Midterm with implementation up to year 2026
Degree (level) of project implementation	Public procurement for project documentation under way
Expected results for the development of intermodal transport	Faster and safer road transport that will transfer the traffic from I. class road I/59 that will lead to less congestions.

15. Project D1 Hubová - Ivachnová

Project goals	Construction of new motorway in vicinity of town Ružomberok a part of West - East D1 expressway Bratislava - Žilina - Prešov - Košice - Michalovce - national border SK/UA
Project owners (responsible for the project)	Národná diaľničná spoločnosť
Project budget and/or financing sources	Project budget: 360 milions 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)	Short term with completion of the project in Jun 2022.
Degree (level) of project implementation	Project under construction
Expected results for the development of intermodal transport	Faster and safer road transport that will transfer the traffic from I. class road I/18 that will lead to less congestions in Ružomberok.

16. Project D1 Hričovské Podhradie - Lietavská Lúčka

Project goals	Construction of new motorway in vicinity of town Žilina a part of West - East D1 expressway Bratislava - Žilina - Prešov - Košice - Michalovce - national border SK/UA
Project owners (responsible for the project)	Národná diaľničná spoločnosť
Project budget and/or financing sources	Project budget: 427 milions 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)	Short term with completion of the project at the end of the year 2020.
Degree (level) of project implementation	Project under construction, will be operational after completion of Žilina feeder.
Expected results for the development of intermodal transport	Faster and safer road transport that will transfer the traffic from I. class road I/18, I/64 and I/67 that will lead to less congestions in town Žilina and will bypass the bottleneck at Strečno.

17. Project D1 Lietavská Lúčka - Dubná Skala

Project goals	Construction of new motorway in vicinity of town Žilina a part of West - East D1 expressway Bratislava - Žilina - Prešov - Košice - Michalovce - national border SK/UA
Project owners (responsible for the project)	Národná diaľničná spoločnosť
Project budget and/or financing sources	Project budget: 569 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)	Short term with completion of the project in the year 2023.
Degree (level) of project implementation	Project partially completed, public procurement under way for completion of the project.
Expected results for the development of intermodal transport	Faster and safer road transport that will transfer the traffic from I. class road I/18 and I/64 that will lead to less congestions in town Žilina and will bypass the bottleneck at Strečno.

18. Project D1 Feeder Lietavská Lúčka

Project goals	Construction of new feeder in vicinity of town Žilina a part of West - East D1 expressway Bratislava - Žilina - Prešov - Košice - Michalovce - national border SK/UA
Project owners (responsible for the project)	Národná diaľničná spoločnosť
Project budget and/or financing sources	Project budget: 28 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)	Short term with completion of the project in the end of the year 2020.
Degree (level) of project implementation	Project under construction.
Expected results for the development of intermodal transport	Faster and safer road transport that will transfer the traffic from I. class road I/18 and I/64 that will lead to less congestions in town Žilina and will bypass the bottleneck at Strečno.

19. Project D1 Turany - Hubová

Project goals	Construction of new motorway in vicinity of vilage Kralovany a part of West - East D1 expressway Bratislava - Žilina - Prešov - Košice - Michalovce - national border SK/UA
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Project owners (responsible for the project)	Národná diaľničná spoločnosť
Project budget and/or financing sources	Project budget: 623 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 completion of the project up to 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/18 that will lead to less congestions and faster travel speeds.

20. 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.

21. 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.

22. 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.

2.3.3. Projects eliminating or reducing bottlenecks

23. Project Čadca - Skalité

Project goals	Modernizaion of TEN-T coridor with posible construction of second track. Main goal will be the modification of track direction to minimize gradient which now reach up to 26‰ at border area.
Project owners (responsible for the project)	Železnice Slovenskej republiky
Project budget and/or financing sources	Project budget: in hundred milions EUR The project will be a cooperation between Slovakia and Poland as there will be need for a tunel through the border area.
Planned project implementation time (short-term - to 2 years, mid-term - to 5 years, long-term - to 10 year)	Long term project later than 2030.
Degree (level) of project implementation	No preparation so far
Expected results for the development of intermodal transport	Eficient and fast connection between Slovakia and Poland with the goal of eliminating the need for extra locomotive to overcome the decisive gradient on the boarder section.

24. Project Vrútky - Diviaky

Project goals	Upgrading the capacity and infrastructure to maximize throuput of the railway.
Project owners (responsible for the project)	Železnice Slovenskej republiky
Project budget and/or financing sources	Project budget: in hundred milions EUR Project could be viable if the main corridor line Žilina - Bratislava couldn't coup up with the demand and the freight trains will use alternative routing.
Planned project implementation time (short-term - to 2 years, mid-term - to 5 years, long-term - to 10 year)	Long term project later than 2030.
Degree (level) of project implementation	No preparation so far

Expected results for the development of intermodal transport	Alternative routing to main corridor Bratislava - Žilina to bolster the capacity in South - North direction.
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25. 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 (mid-term)
Degree (level) of project implementation	Project in the planning and preparation phase of implementation.
Expected results for the development of intermodal transport	Zrychlení mezinárodní multimodální dopravy přes PPS mezi sítí SŽ, s.o. a PKP PLK.

3. Conclusions

In terms of modes of transport, in the cross-border area of PL-SK, 13 projects were indicated in the field of rail transport, 12 projects were indicated in the field of road projects, which gives a total of 25 projects; while no inland waterway transport options exist, no projects were identified in this area. 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), the implementation of 9 projects was planned, while in the long term (until 2030), 12 projects were planned. When prioritizing the projects, the team of experts concluded that:

- among railway projects, all projects were considered with high priority;
- among road projects, 1 project has a high priority, which constitutes 8.3% of all road projects.

Investment value

- The total amount of investment costs for high priority projects in the Poland is set about 2 bln PLN (0,43 bn EUR). In particular, the amount of costs for the construction of a Part of the S1 expressway is very high.
- The total amount of investment costs for high priority projects in the Slovakia is set at about 2,35 bn EUR. In particular, the amount of costs for the modernization of a railway corridors from Žilina to the east and also from Žilina to the north (CZ and PL borders).
- The total amount of investment costs for medium priority projects in the Slovakia is set at more than 2,992 bn EUR. These costs consist of investments in the development of the road network - missing sections of motorway D1 from West to East Slovakia as part of TEN-T core network, missing section of motorway D3 from Žilina to the North borders as part of TEN-T core network and missing sections of expressway R3 as part of the TEN-T comprehensive network.

Sources of funding

- Financing in the territory of the Poland is expected in the form of co-financing from EU resources under the: 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 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.:

- PKP Polskie Linie Kolejowe (Polish railway infrastructure manager),
- Ministry of Marine Economy and Inland Navigation, (to be confirmed by polish side)
- Polish Waters Holding,
- General Director for National Roads and Motorways,
- Železnice Slovenskej republiky (Railways of Slovak Republic),
- Ministry of Transport and Construction of the Slovak Republic,
- Národná diaľničná spoločnosť, a.s. (National Motorway Company, JSC.).