



## D.T4.4.6 Action plan for Poland – Voivodship Masovia (regional plan and national level)

Partner & region / country	SGH WARSAW SCHOOL OF ECONOMICS/ POLAND
Project background	
<p>Project Chemmultimodal which was started June 2016 and last till end of may 2019 main tasks were:</p> <ul style="list-style-type: none"> <li>- 10% increase of multimodal transports for chemical business</li> <li>- 5% reduction of CO2 emission</li> </ul> <p>It could be achieved by promotion of multimodal transport:</p> <ul style="list-style-type: none"> <li>- Development of planning guidelines tool, CO2 calculator</li> <li>- Consulting services</li> <li>- Networking chemical companies with LSPs und project umbrella</li> </ul> <p>Main bottlenecks spotted since the beginning were:</p> <ul style="list-style-type: none"> <li>- Missing rail/inland waterways infrastructure and regular connections</li> <li>- Lack of knowledge concerning multimodal possibilities in chemical companies</li> <li>- Major volumes of transported goods market related</li> <li>- Chemical companies found attractive usage of multimodal transport for overseas deliveries</li> </ul>	
Project development	
<p>In course of project life time flowing actions were executed:</p> <ul style="list-style-type: none"> <li>- By bilateral discussion was found a niche – short see transport, were usage of already existing connections allow switch from road transport</li> <li>- Planning guidelines tool and CO2 calculator increased knowledge of multimodal solutions. In some cases of already existing tools and platforms ie. <a href="http://www.intermodallinks.com">www.intermodallinks.com</a></li> <li>- Exchange of best practices during chemmultimodal conferences between chemical companies and LSPs</li> <li>- In pilot phase all possible routes were switched to multimodal transport and CO2 emission was reduced by over 1500 t per month</li> </ul>	
After project	
<p>Since end of May 2019 SGH and PIPC will continue actions to promote multimodal by</p> <ul style="list-style-type: none"> <li>- Further increase number of stakeholders</li> </ul>	

- Networking during frequent conferences
- Consulting services and further tools development

## I. Implementation of future activities to promote multimodal transport of chemical goods

Coordination
<p>SGH and Chamber of Polish Chemical Industry take over coordination of future activities.</p> <p><b>Collaboration with industrial clusters</b> e.g. with the Mazovian Chemical Cluster in order to increase the competitiveness of Mazovian companies in the chemical industry by developing process and technological innovations in supply chains (the possibility to deliver presentations during conferences and meetings of the Cluster's members)</p>
Stakeholders
<p>Target groups are chemical companies and logistics services providers – existing contacts should be further intensified, new contacts will be established, especially among SMEs</p>
Approaches for Meeting
<p>Presentation of policies and framework conditions, presentation of companies with modal shift experience, presentation of LSPs developing new multimodal connections and sharing practices, presentation of the Project results, discussion and networking</p>
Approaches for Consulting
<p>Networking offers bilateral consulting to interested companies to identify modal shift potential (similar to pilot discussion)</p>
Approaches for Use of Tool
<p>During conferences and meetings the use of the tool (e.g. Intermodal Links Platform and CO2 Calculator) will be promoted.</p>
Finance
<p>PIPC and SGH will either finance work from own resources, get additional funding or raise attendance fees.</p>

Communication
<p>PIPC and SGH will continue to communicate modal shift results and information related to multimodal transport to raise awareness, (e.g. quarterly email newsletter or special section in cluster publications / website). Current status of activities undertaken within the project are available at: <a href="http://kolegia.sgh.waw.pl/pl/KNoP/struktura/KL/Stromy/ChemMultimodal.aspx">http://kolegia.sgh.waw.pl/pl/KNoP/struktura/KL/Stromy/ChemMultimodal.aspx</a></p>
Monitoring
<p>PIPC and SGH in cooperation with PIPC Transport Commission will continue monitoring modal shift statistics to measure CO2 impact, updating regional statistics and using CO2 Calculator for individual companies.</p>

## II. Improvement of Framework Conditions

	Plan/strategy no.1
Name in national language	<p>Strategia Zrównoważonego Rozwoju Transportu do 2030 r.</p> <p>(<a href="https://www.gov.pl/documents/905843/1047987/Strategia_Zr%C3%B3wnowa%C5%BConego_Rozwoju_Transportu_do_2030-_projekt_uwzgl%C4%99dniaj_-_22032019.pdf/cb584107-0f91-0d48-d0a7-2495c0468587">https://www.gov.pl/documents/905843/1047987/Strategia_Zr%C3%B3wnowa%C5%BConego_Rozwoju_Transportu_do_2030-_projekt_uwzgl%C4%99dniaj_-_22032019.pdf/cb584107-0f91-0d48-d0a7-2495c0468587</a>)</p>
Name in English	Strategy of Sustainable Transport Development until 2030
Responsible entity for the plan's/strategy's draft	Ministry of Infrastructure
Highest decision-making body approving the plan/strategy	Council of Ministers of the Republic of Poland
Internal / External Influence	<p>External (indirect influence). The project partner has an influence on the improvement of national transport strategy: 29 proposals for amendments are included in the strategy document on 39 comments submitted during the public consultation to the project of Strategy of Sustainable Transport Development until 2030 in December 2018.</p> <p>The decision on accepting amendments and changes is under responsibility of partner outside of project partnership - Ministry of Infrastructure.</p>
Geographical coverage (please select)	<p><input type="checkbox"/> Regional</p> <p><input type="checkbox"/> Sub-regional/provincial</p> <p><input type="checkbox"/> local</p> <p><input checked="" type="checkbox"/> Other, specify: <b>Country</b></p>
Main topic of the plan/strategy	<p>The aim of the updated transport strategy is building and developing a sustainable transport in Poland taking into account the trends and changes taking place in the TFL sector as well as civilization challenges. The main objective of the national transport policy is to increase transport accessibility and improve the safety of</p>

	<p>transport users and the efficiency of the transport sector by creating a coherent, sustainable, innovative and user-friendly transport system in the national, European and global dimension.</p> <p>The Strategy of Sustainable Transport Development in Poland until 2030 has been divided into 11 chapters, the most extensive of which are those referring directly to the directions of intervention designated in the strategy. The draft of the document presents: ● a diagnosis of the current state of transport in Poland; ● demand forecast for transport; ● characteristics of the vision, purpose and directions of the strategy implementation interventions; ● the concept of creating an integrated transport system in Poland, specifying the place in this system of particular modes and forms of transport; ● the concept of changes in the organization and management of the transport system in Poland, including the possibility of modern technologies implementation in transport; ● the concept of changes in individual and collective mobility; ● the direction of interventions in the field of improving safety in transport; ● the direction of intervention in reducing the negative impact of transport on the environment; ● financial conditions for the development of transport; ● description of the implementation and monitoring system together with the strategy implementation indicators in the period up to 2020 and by 2030. Consolidation of the entire transport system requires both a dynamic expansion of underdeveloped infrastructure elements and the use of modern technologies including intelligent transport systems that improve the functioning of transport and improve the safety of users of infrastructure and road users. This means limiting the growth rate of traffic and transport in some transport subsystems (e.g. individual transport in cities) as well as shortening the travel time and the division of transport tasks.</p>
Other topics addressed	<ul style="list-style-type: none"> <li>● Development of integrated, co-related transport network for a competitive economy (e.g. TEN-T Infrastructure and Pan-European Corridors, Railway, Inland Waterways, Sea and Intermodal transport)</li> <li>● Improvement of the organization and management of the transport system (networks, modern technologies)</li> <li>● Limiting the negative influence of transport on the environment (organizational activities, investments, innovative technical solutions, environmental monitoring and indicators)</li> </ul>
Year of its drafting	2018 (the first draft), 2019 (the draft after public consultation)
Year of its official issue	2019
Revision period (please provide details when the plan/strategy is scheduled for revision/overhaul)	2018/2019

Description of the main changes/actions proposed in result of ChemMultimodal (if known)	<p>The most important amendments and comments concerned:</p> <ol style="list-style-type: none"> <li>1. extending the provisions for multimodal transport and strengthening the role of TMM in the national strategy,</li> <li>2. the emphasis on the importance of TMM and development of the transport infrastructure especially terminals prepared for multimodal transshipment and requirements for dangerous goods,</li> <li>3. the use of modern technologies and digital tools, at the national and enterprise level, supporting in planning multimodal transport (e.g. a public platform),</li> <li>4. the demand management for cargo transportation by combining transport volumes, including sharing of transport means by different users. Introduction of services and technological solutions consolidating the senders of small shipments (e.g. cargo exchanges),</li> <li>5. balancing the fees for access to transport infrastructure in various transport modes,</li> <li>6. the development and application of modern tools for measuring greenhouse gas emissions as a result of transport activities,</li> <li>7. educational tasks and cooperation with scientific and research units.</li> </ol>
Other information	

### III. Improvement of Framework Conditions

	Plan/strategy no.1
Name in national language	Strategia rozwoju województwa mazowieckiego do 2030 r. Innowacyjne Mazowsze <a href="https://www.mazovia.pl/downloadStat/gfx/mazovia/pl/defaultaktualnosci/109/341/1/1_srwm_zalacznik_do_uchwaly_28_10_2013_lekki.pdf">https://www.mazovia.pl/downloadStat/gfx/mazovia/pl/defaultaktualnosci/109/341/1/1_srwm_zalacznik_do_uchwaly_28_10_2013_lekki.pdf</a>
Name in English	Development Strategy of the Mazowieckie Voivodship 2030. Mazovia as an Innovative Region
Responsible entity for the plan's/strategy's draft	The Office of the Marshal of the Mazowieckie Voivodship
Highest decision-making body approving the plan/strategy	Sejmik of the Mazowieckie Voivodship
Internal / External Influence	External (indirect influence). The improvement of framework condition is under responsibility of partner outside of project partnership – The Office of the Marshal of the Mazowieckie Voivodship.
Geographical coverage (please select)	<input checked="" type="checkbox"/> <b>Regional</b> <input type="checkbox"/> Sub-regional/provincial <input type="checkbox"/> local <input type="checkbox"/> Other, specify: County
Main topic of the plan/strategy	Main objective of the strategy is to enhance the competitiveness and innovativeness of the Mazowieckie Voivodship through initiatives (projects) in the following fields:

	<p>economic development, space and transportation, society, environment and energy, culture and heritage. There is a lack of sufficient attention on actions supporting development of multimodal freight transport in the period 2014-2020. The focus is in particular on determinants and actions affecting transport mobility and quality of life of society in the Mazovia region. Key objectives within the strategic area “space and transportation” are devoted to the development of passenger transport, including multimodal solutions. The implementation plan of the strategy states that development of freight (cargo) transport will be a strategic priority after 2020 (p. 87).</p> <p>The infrastructure development and its validation is mainly provided in the perspective of passenger transport management. Although, the planned investment actions are important for freight transport development, this aspect is not stressed in the strategy. Furthermore, the limited attention is concentrated on the intermodal terminals development in the region. Besides, the evaluation criteria for railway and road investment projects include only one criterion, which applies clearly to development of connections to intermodal terminals (its relevance amounts to 1 p. and constitutes 5% of the points). The specified criterion is “ensuring access to the cargo terminal, logistics centre or economic development area” (yes/no). There is a lack of actions aiming to raise awareness and support modal shift among shippers and LSPs operating in the Mazovia region. The strategy of the Mazowieckie Voivodship takes into account the necessity of the CO2 emissions reduction as a strategic objective, but designed actions and proposed key indicators are focused mainly on the emissions caused by industrial factories and passenger transport in urban areas. The influence of freight transport on the environment is not analysed. Generally, only one environmental indicator in terms of the theme “environment and energy” considering CO2 emission level is specified as “CO2 emission from industrial factories especially harmful to the environment” (p. 82).</p>
Other topics addressed	<ul style="list-style-type: none"> <li>• Economic development</li> <li>• Space and transport improvement</li> <li>• Society</li> <li>• Environment and energy</li> <li>• Culture and heritage</li> </ul>
Year of its drafting	2012
Year of its official issue	2013
Revision period (please provide details when the plan/strategy is scheduled for revision/overhaul)	Planned for 2019/2020
Description of the main changes/actions proposed in result of ChemMultimodal (if known)	<p>Main changes and actions proposed in result of the Project:</p> <ol style="list-style-type: none"> <li>1. Developing a sustainable approach to cargo transport through a <b>new development goal</b> and <b>new activities</b> oriented at increasing the competitiveness and application of multimodal solutions</li> <li>2. <b>Dissemination of CO2 emissions measurement tools</b> and introduction of regulations imposing the obligation to measure and reduce CO2 emissions of transport operations</li> <li>3. <b>Promoting</b> the implementation of <b>modern solutions, concepts and</b></li> </ol>



	<p><b>technologies</b> supporting companies in the planning of multimodal transport (e.g. internet platforms, synchronomodality in transport management, freight exchanges linking senders of small shipments)</p> <p>4. Verification of the achievement of objectives on the basis of <b>new indicators</b> from the areas of: Space and transport (and Environment and energy) in the development strategy of the Mazovian Voivodeship</p> <p>Final desirable result: <b>Strengthening the role of multimodal freight transport</b> for intelligent and sustainable development of the Mazovian Voivodeship</p>
Other information	