



INTEGRATION OF PROJECT FINDINGS IN REGIONAL POLICY INSTRUMENTS: *WESTPOMERANIAN REGION - D.T3.3.6*

Final version

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1) Introduction

One of the main objectives of REIF Project is to strengthen political focus on Regional rail infrastructure for freight transport in CE territories. To achieve this objective, all project's partners committed to integrate and/or update their policy documents with the main findings, lessons learned and achievements from the REIF activities (e.g. studies, road maps definitions, pilot actions, etc).

This deliverable provides reference information about the addressed policy instruments and describes the way REIF's activities have influenced the policy instrument. The addressed policy instruments are therefore ensuring improved relevance of the policy field "Regional rail freight infrastructure & services" of the participating Regions in the future.

2) Policy instrument description

Transport Policy of the Westpomeranian Region until 2030

Transport Policy of the Westpomeranian Region until 2030 (PTWZ 2030) is a tool for the implementation of objectives defined in the Strategy for the Development of the Westpomeranian Region until 2030 in the scope of - efficient local government - integrated Region - territorial equality in access to high quality public services. PTWZ 2030 sets objectives for the implementation of infrastructure projects in the field of road, rail, water and air transport.

The assumption of the Transport Policy of the West Pomeranian Region until 2030 is to outline the directions of transport development in West Pomerania so as to improve transport accessibility and living conditions of the residents while ensuring sustainable development.

The objectives and interventions of the PTWZ 2030 were formulated on the basis of the diagnosis of the transport infrastructure of West Pomerania, the objectives set out in the Strategy for Sustainable Transport Development 2030, Strategy for Region Development 2030, as well as on the basis of EU strategic documents such as "Roadmap to a Single European Transport Area - Towards a competitive and resource efficient transport system".

The main objective of the PTWZ 2030 is to improve the transport accessibility of the Region while at the same time improving the living conditions of the inhabitants by reducing the negative impact of transport on the environment and improving the safety of road users.



In order to achieve the objective of the PTWZ 2030, the following operational objectives have been set:

- Objective 1. Improve Regional and interregional connectivity of the Region through the expansion of the transport network.
- Objective 2. Increasing the share of air transport.
- Objective 3. Development of intermodal transport.
- Objective 4. Increasing the share of public transport in passenger transport.
- Objective 5. Developing Regional and local infrastructure for cycling.
- Objective 6. Increasing safety of traffic participants by modernization of transport infrastructure.

Development Strategy for the Westpomeranian Region

Development Strategy for the Westpomeranian Region is the basic document setting out the directions of development policy and objectives which should be achieved by 2030.

The vision of the region's development formulated therein aims to achieve development goals that ensure a higher quality of life for the region's inhabitants by 2030, based on the potential of a modern economy.

This is reflected in the mission of the voivodeship, which is: "West Pomerania - a leader of blue and green growth ensuring a high quality of life for its inhabitants."

The SRWZ identifies priority areas for which strategic objectives of the development policy of the Westpomeranian Region were formulated, marking the path to achieving the intended vision of the region's development in the perspective of 2030. All directional sectoral activities implemented within the broad area of activity of the region self-government remain in line with this strategic choice or complement it.

3) Endorsement of Regional policy documents

Results and REIF lessons learned influenced the above-mentioned policy instruments in the following ways:

- **Transport Policy of the Westpomeranian Region until 2030** - the findings of the REIF project are included in the chapter on intermodal transport, highlighting the importance of increasing the share of rail transport in freight transport. The investments described in the D.T3.2.7 - ROADMAP "NEW RAILINFRASTRUCTURE/SERVICES 2030" WESTPOMERANIAN REGION - are included in the policy implementation programme document. The results of the REIF project will also be communicated to the members of the West Pomeranian Regional Assembly as part of the Transport Policy annual report (May 2022).
- **Development Strategy for the Westpomeranian Region** - due to the pandemic and delays in the preparation of regional policies, the strategy was not updated during the project's lifetime. Regardless of the non-started process of updating the Strategy, PP7 provided two units responsible for preparing the Strategy with the results of the analyses. These units are the Department of Infrastructure and Transport of the Marshal's Office of the Westpomeranian Region and the Regional Office for Spatial Planning of the West Pomeranian Region. Department of Infrastructure and Transport of the Marshal's Office of the Westpomeranian Region is the unit responsible for regional transport policy of the Region, excluding TEN-T and



maritime affairs. These two issues are the responsibility of the Department of the Territorial Cooperation and Tourism, whose staff were directly involved in the project activities.

Regional Office for Spatial Planning of the West Pomeranian Region is the unit responsible in the region for the preparation of West Pomerania Spatial Management Plan. The plan is a document of the regional nature and one of elements of the holistic approach to the strategic planning , in particular in the context of the coordination of activities of a spatial policy. It identifies such issues as conditions and directions of the province development in terms of the organization of spatial structure (settlement network), technical and social infrastructure, environment protection and location of public aim investment projects. PP7 commits to actively participate in the process of updating the Strategy and transfer the project main findings, when this will take place, also after the project's end.

The results of the REIF project, in a broader perspective, were also presented to the members of the Association of Polish Regions of the Baltic - Adriatic Transport Corridor and to the Central European Transport Corridor European Grouping of Territorial Cooperation Ltd. Both these associations have an influence on transport policy-making process at regional level.