



EUROPEAN COMMISSION
DIRECTORATE-GENERAL FOR MOBILITY AND TRANSPORT

Baltic-Adriatic Core Network Corridor
The European Coordinator

AGENDA

First BAC cross-border dialogue between PL, CZ and SK Katowice, 30-31 May 2016

Overall context of the meeting:

In May 2015 Member States approved the Baltic-Adriatic corridor work plan, after a wide consultation process that took place in 2014 with Member States, all relevant infrastructure managers, the Rail Freight Corridor 5 as well as regional representatives. This **corridor work plan** sets the development priorities for the Baltic-Adriatic Corridor.

One of the five main corridor priorities is to **invest in cross-border sections with high European added value** and to ensure that the bottlenecks of the most critical cross-border sections are removed. Indeed, the corridor analysis has shown that important bottlenecks exist on six railway and two road cross-border sections. These are crucial projects in order to guarantee smooth (long-distance) transport flows across the corridor countries.

The European Coordinator pays particular attention to the development and implementation of those critical cross-border sections and wishes to assist Member States in finding **cross-border agreements for the smooth and coordinated implementation** of those projects on both sides of the border. It also needs to be ensured that the infrastructure is developed in accordance with the requirements and targets of the TEN-T Regulation.

For this reason, the European Coordinator proposed in his corridor work plan to Member States to initiate specific **cross-border dialogues** and to organise dedicated working groups for cross-border regions involving all relevant stakeholders wherever diverging interests, implementation plans and timings between Member States may prevail.

The **aims** of these cross-border dialogues are:

- to engage in a dialogue with all relevant stakeholders at all territorial levels,
- to get a detailed insight into the state of project implementation on each side of the border,
- to discuss about possible steps for improvements (e.g. on operational side),
- to mediate – where and whenever needed - between different (national) interests,
- to harmonise planning and timing of the respective project implementations on both sides of the border,
- with the goal to come to **joint and stable cross-border agreements** for each critical cross-border section (e.g. in form of Memorandum of Understanding, Letter of Intent or any other appropriate form of agreement) by the end of 2016 aiming at the **full compliance with the TEN-T standards of each section by 2030**.

This work will thereby be **based on already existing initiatives** and Memoranda of Understanding (e.g. the agreement between Polish and Czech national railway managers for the rail cross-border section Katowice (PL) and Ostrava (CZ) that is under preparation (CEF Call 2015) or the ongoing consultations between the Polish General Directorate for National Roads and Motorways and the Slovak party on a Memorandum of Understanding on the construction of the cross-border connection road S69 and Slovak D3 motorway (CEF Call 2015)).

Having this ambitious objective in mind to come to cross-border agreements by the end of 2016, this event in Katowice is a very good momentum to bring all **relevant stakeholders** together and to reflect on the specific local/regional needs and challenges. Representatives of Member States, rail and road infrastructure managers, the relevant border regions, RFC 5 and also DG REGIO and Jaspers/EIB will be invited to this meeting. It represents a great opportunity to discuss the above issues and advance on the further development of the Baltic-Adriatic Corridor at this important cross-border "triangle".

This first cross-border dialogue will thereby address the **following critical cross-border sections**:

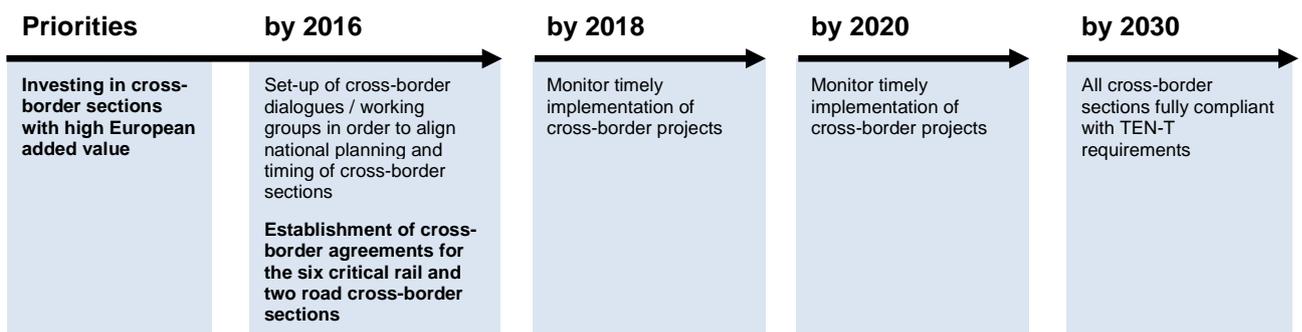
Rail cross-border priorities

- **Opole (PL) – Ostrava (CZ)** [Chałupki (PL) – Bohumín (CZ)]: This rail section requires improvement works on the Polish side between Kędzierzyn Koźle and Chałupki (state border) to reach compliance in terms of speed, axle load and train length; in this regard works are planned to start in 2016 and expected to be completed by 2020 to rehabilitate the existing double track line and increase speed for passenger trains up to 100-120 km/h and 70-100 km/h for freight trains (43.7 € million). On the Czech side works were already completed to increase the speed up to 160 km/h, including the improvement of the Bohumín station. This cross-border section is also expected to benefit from the modernisation of the double track railway line E30 between Kędzierzyn Koźle – Opole Groszowice – Opole Zachodnie, to increase maximum operational speed by 2021 (150.2 € million), as well as from the modernisation of the Ostrava junction on the Czech side by 2021 (222.2 € million). This cross-border section is currently expected to be fully compliant by 2030 except for ERTMS on the Polish side and train length on the Czech side.
- **Katowice (PL) – Ostrava (CZ)** [Zebrzydowice (PL) – Petrovice u Karviné (CZ)]: Preparatory works are ongoing on the Polish side for the modernisation of this rail section requiring major investments on the lines E30 and E65, especially in the area of Katowice, to increase the standards of the existing railway lines and stations (Czechowice Dziedzice, Zebrzydowice); these are expected to be completed by 2021 including construction of an additional track aiming at separating long distance from local/regional agglomeration traffic (979.9 € million). The investment also foresees implementation of remote traffic control devices compatible with ETCS Level 2 ERTMS technology. On the Czech side, limited track optimisation works at the Dětmárovice station are foreseen which together with the instalment of remote traffic control system between Petrovice u Karviné and Ostrava will further improve the performance of the line. The section from the state border to Petrovice u Karviné and Ostrava was indeed already modernised since 2002, increasing the speed up to 120-160 km/h. Also this cross-border section is expected to benefit from the completion of the modernisation of the Ostrava junction by 2021 (222.2 € million). This cross-border section is currently expected to be fully compliant by 2030 except for ERTMS on the Polish side (sections Katowice – Pszczyna – Most Wisła – Zebrzydowice – state border) and train length on the section Zebrzydowice – state border as well as on the Czech sections.
- **Katowice (PL) – Žilina (SK)** [Zwardoń (PL) – Skalité (SK)]: on the Polish side works are planned to modernise 65 km of the existing predominantly single electrified track railway line between Czechowice Dziedzice and Zwardoń, to reach speed, axle load and train length compliance by 2021 (84.1 € million). On the Slovak side, no works are foreseen on the single track section Zwardoń – Skalité – Čadca. The Skalité – Čadca section was already modernised with a maximum speed of 100 km/h and all Zwardoń – Čadca section with maximum train length of 650 m and maximum axle load 225 kN. The 7.1 km subsection Zwardoń – Skalité is non-compliant with respect to speed and has limited train length to 250 m (due to Zwardoń station limitations – to be removed by its modernisation). The modernisation of the double track Krásno nad Kysucou – Čadca section, also common to the cross-border itinerary between Ostrava and Žilina, is expected to be completed by 2030, including the deployment of ERTMS (300 € million), although the planned tunnel part of the proposed solution was still not approved. This cross-border section is currently expected to be fully compliant by 2030 except for ERTMS on the section Čadca – Katowice and train length on the Slovak section Čadca – Zwardoń as well as speed limit on the short section Zwardoń – Skalité.

Road cross-border priorities

- **Katowice (PL) – Žilina (Brodno) (SK)** [Zwardoń (PL) – Skalité (SK)]: Works for the upgrading of the road infrastructure to motorway/express road standards are expected to start in 2016 on the Polish side and are already on-going on the D3 sections on the Slovak side; the whole section expected to be completed by 2023 (1,658 € million including both the Polish and Slovak sides).

Extract from the Baltic-Adriatic corridor work plan:



Monday, 30 May 2016

**Baltic-Adriatic cross-border dialogue:
Removing bottlenecks at critical rail sections between PL & CZ and PL & SK**

Meeting place: Marshal's Office of Silesian Voivodeship, Dąbrowskiego str. 23, 40-037 Katowice

14h00	Welcome addresses <i>Mr. Stanisław Dąbrowa, Vice Marshal of the Region of Śląskie Prof. Kurt Bodewig, European Coordinator (Chair of the Meeting)</i>
14h15	Regional investment attractiveness from the perspective of Silesian Voivodeship <i>Representative of the Region of Śląskie (tbc)/ Jolanta Gacka, Silesian Investor and Exporter Assistance Center</i>
14h35	State of current bilateral agreements and projects <i>Paweł Skowroński, Director and Katarzyna Dargiel, Chief Specialist, Ministry of Infrastructure and Development, PL Jan Ilik, Railway Department, Ministry of Transport, CZ Milan Mečár, Director of Department of Railway Infrastructure Projects, Intermodal Transport and Integrated Transport System, Ministry of Transport, Construction and Regional Development, SK</i>
14h55	The three critical rail sections between PL & CZ and PL & SK in the wider perspective of the Baltic-Adriatic Corridor <i>Roberto Zani & Izabela Kaczmarzyk, tplan consulting; Jan Kasik, NDCON</i>
15h10	Investments on Opole (PL) and Katowice (PL) to Czech border and on Katowice to Slovak border by the Polish rail infrastructure manager – state of current project implementation, planned improvements & timing <i>Maarten Gutt, Deputy Director / Krzysztof Jamrozik, Project Director, PKP Polskie Linie Kolejowe S.A. - Railway Infrastructure Manager</i>
15h30	Investments on Ostrava (CZ) – Polish border by the Czech rail infrastructure manager – state of current project implementation, planned improvements & timing <i>Radek Čech, Director of IM strategy, Správa železniční dopravní cesty, s.o. - Railway Infrastructure Manager Jan Hrabáček, ČD (passenger operator)</i>
15h45	Investments on Žilina (SK) – Polish border by the Slovak rail infrastructure manager – state of current project implementation, planned improvements & timing <i>Miroslav Garaj, Železnice Slovenskej republiky - Rail Infrastructure Manager</i>
16h00	<i>Coffee break</i>
16h30	Possible improvements on operational side: how to reach higher efficiency at this cross-border triangle on the BAC – bottlenecks perceived from operators' side <i>Jaroslav Majchrzak, PMO Director of Rail Freight Corridor 5</i>

16h45	<p>Roundtable discussion</p> <p><i>Possible topics for discussion:</i></p> <ul style="list-style-type: none"> • What are the common objectives for each cross-border section? Are there any diverging (national/regional) interests? • Where is a need for further harmonization of project implementations? What can be done to better align regional / national plans and timing? • What could be the short-term objectives / steps for improvements (operational) and mid-term / long-term objectives (investments) by 2030? • What are the next steps to be taken to come to stable cross-border agreements for each critical cross-border section? Which form could these agreements have?
18h00	<p>Possible assistance by JASPERS in making the needed rail infrastructure investments – lessons learnt, approach on transport strategy and best practices for project development</p> <p><i>Artur Rudnicki, György Bessenyei, Rail Sector Unit, JASPERS</i></p>
18h10	<p>Ongoing investments by means of Structural Funds and possibilities for future funding and project assistance</p> <p><i>Jaroslav Straka, DG REGIO</i></p>
18h20	<p>Conclusions and future outlook</p> <p><i>Prof. Kurt Bodewig, European Coordinator</i></p>
18h30	<p><i>End of meeting</i></p>

Tuesday, 31 May 2016

**Baltic-Adriatic cross-border dialogue:
Removing bottlenecks at the critical road connection between PL & SK**

Meeting place: Marshal's Office of Silesian Voivodeship, Ligonja str. 46, 40-037 Katowice

09h00	Welcome addresses <i>Mr. Stanisław Dąbrowa, Vice Marshal of the Region of Śląskie Ivan Mokry, Department of Transport and Planning, Region of Žilina (tbc) Prof. Kurt Bodewig, European Coordinator (Chair of the Meeting)</i>
09h15	Introduction: state of the ongoing consultation and preparation of a Memorandum of Understanding for the road cross-border section Katowice (PL) – Žilina (SK) <i>Paweł Skowroński, Director and Katarzyna Dargiel, Chief Specialist, Ministry of Infrastructure and Development, PL Luboš Ďurič / Lucia Polčíková, Ministry of Transport, Construction and Regional Development, SK</i>
09h35	The critical road section between PL & SK in the wider perspective of the Baltic-Adriatic Corridor <i>Roberto Zani & Izabela Kaczmarzyk, tplan consulting; Jan Kasik, NDCON</i>
10h00	Investments on Katowice (PL) to Slovak border by the Polish road infrastructure manager – state of current project implementation, planned improvements & timing <i>Monika Milwicz, Deputy Director and Marek Rolla, Expert, GDDKiA - Motorway and Highway Infrastructure Manager</i>
10h15	Investments on Žilina (SK) – Polish border by the Slovak road infrastructure manager – state of current project implementation, planned improvements & timing <i>Roman Alberty, Národná diaľničná spoločnosť - Motorway Infrastructure Manager Luboš Ďurič, Director of Department of Road Infrastructure Projects and IWW, Ministry of Transport, Construction and Regional Development, SK</i>
10h30	Possible assistance by JASPERS in making the needed infrastructure investments in the road sector <i>Robert Kietlinski, Road Sector Unit, JASPERS</i>
10h45	Roundtable discussion <i>Possible topics for discussion:</i> <ul style="list-style-type: none">• What are the common objectives for this cross-border section? Are there any diverging (national/regional) interests?• Where is a need for further harmonization of project implementation? What can be done to better align regional / national plans and timing?• What are the next steps to be taken to come to a stable cross-border agreement / Memorandum of Understanding for this critical road cross-border section?
11h45	Conclusions and future outlook <i>Prof. Kurt Bodewig, European Coordinator</i>
12h00	<i>Lunch break</i>
14h00	Site visit to Katowice-Pyrzowice airport , in particular visit of the expansion of the Cargo terminal
16h30	End of site visit

