



TRANS TRITIA



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IMPROVING COORDINATION AND PLANNING OF FREIGHT TRANSPORT ON TRANS TRITIA PROJECT TERRITORY

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Important transportation corridors cross the area of the European Grouping of Territorial Cooperation known as TRITIA, which includes parts of Poland, Slovakia and Czech Republic. TRANS TRITIA focuses on Silesian and Opole voivodships (PL), Moravian-Silesian Region (CZ), Žilina self-governing region (SK), emphasizing the cross-border cooperation and its role. The TRANS TRITIA project aimed at on better planning and coordination among regional and authorities and freight transport stakeholders to make transport more environmentally friendly. Therefore, we would like to present you the key project outputs that were produced during the project implementation.



This transnational cooperation project is funded by Interreg CENTRAL EUROPE and aims to improve sustainable freight transport.

Thematic Work Package 1

consists of two important documents:

REGIONAL MULTIMODAL FREIGHT TRANSPORT STRATEGY.

The aim of the strategy was not only to identify the possibility of developing a coherent, sustainable, innovative and environmentally friendly transport system in the regional and national levels, but also to identify the possibilities of increasing transport accessibility through the use of alternative environmentally friendly modes of transport in cross-border regions, while improving the efficiency and effectiveness of transport processes.

At first, we identified the challenges facing both the entire TRITIA cross-border area and the development of multimodal transport in the region. Then, the stages of the strategy development process under the ongoing TRANS TRITIA project were discussed, followed by the results of strategic analyses, strategic goals for the development of multi-modal transport in the cross-border area were defined, and a strategy map necessary for the implementation of the strategy was prepared. The necessary strategic projects to be implemented were successively identified and the organizational structure for implementing the strategy developed.

The implementation of the strategy assumptions, including the implementation of the proposed strategic projects, will contribute to the development of a modern transport system in the cross-border areas covered by the project, but will also constitute an element of a wider context for the development of the transport system of the entire European Union.

The works on the development of the strategy contributed to the deepening of cooperation between representatives of individual regions. Throughout the cooperation with key regional and national stakeholders it was possible to exchange knowledge and good practices, that were useful in the process of implementation of the project across borders.

Second input from this work package is:

Multimodal Freight Transport Cross-Border Action Plans for each country

Action plans for PL-SK/PL-CZ/CZ-SK cross borders present primarily infrastructure projects necessary for the development of multimodal transport on selected borders. The project implemented on the border areas focused to reduce lag of remains behind in comparison with the other areas of these countries, increase of the pace of development of mutual relations economic, support of using of border areas effects of European integration, designing of optimal environmentally friendly transport system, review and completion of TEN-T. The organizational projects shown in the strategy for the development of multimodal transport and bottleneck analysis resulting from the model analysis are complementary.



The Action Plans forming part of the Thematic Work Package 2 are based on the activity of individual countries, i.e. Poland, the Czech Republic and Slovakia, seeking to develop a network of waterways.

The TRITIA Waterway Action Plan was created with the output from the following documents “Inland Waterway system at TRITIA area” and “Road to inland waterways transfer of shipment”

Mainly it focuses on two levels:

- implementation of the intention of build waterways to the strategies on regional/national/European level,
- prioritization of sections of planned waterway connection, including their budgets.

TRITIA Railway Action Plan

This Action Plan was drawn for cross-border area the EGTC TRITIA based on: “Report of increase capacity of the rail connections at TRITIA area” and “Road to rail potential shift of transport flows”. It mostly focuses on:

- predicting of transport flows in year 2030
- addition of 30% transport shift from road to other modes according to White paper EU from 2011
- describing of bottlenecks in 2030 (planned infrastructure up to 2030 is included as existing)
- proposal of new infrastructure projects to eliminate bottlenecks
- proposal of legislative steps supporting shift of transport flows from road to other modes.

TRITIA Intermodal Logistic Terminals Action Plan

TRITIA Intermodal Logistic Terminals Action Plan was drawn for cross-border area is based on Map of Intermodal Logistic Centres/Terminals at TRITIA area, and Intermodal Logistic Centres/Terminals at TRITIA area- Present and Future,

The Action plan is based also on the stakeholder workshop and is targeted until 2030 year.

The Action Plan focus on two levels:

- upgrading existing logistic centres/terminals and their better connection to main transport infrastructure
- proposal of new locations of logistic centres/terminals with possible connection to planned waterways.

Thematic Work Package 3:

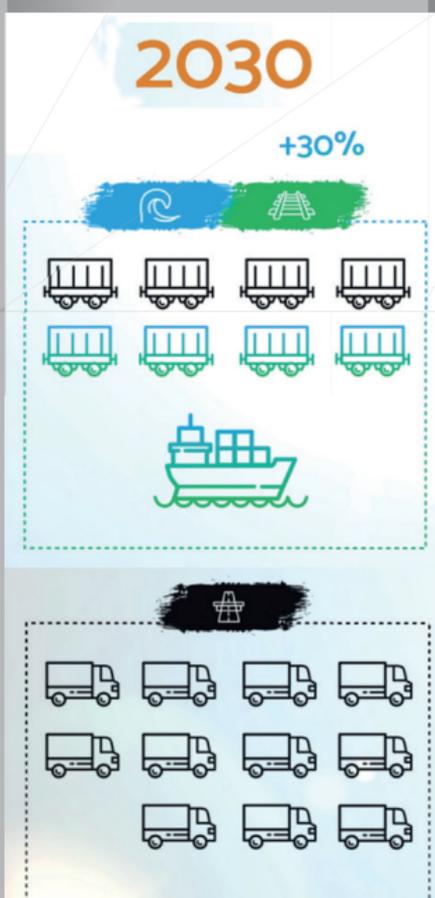
During the processing of the TRITIA transport model, traffic flows were broadly analysed within the assessed area. The task of the transport model was to identify the potential transfer of road freight flows to the more environmentally friendly modes of transport (rail and inland waterway). All that in order to verify the achievement of the objectives of the White Paper: removal 30% of road freight over 300 km to the alternative modes. Based on this reason, the infrastructure transport model of the TRITIA territory was processed for the basic calibration year 2020, from which the forecast of development by 2030 (zero status) was derived.

Within the framework of the 2030 forecast, was considered with the natural development of TRITIA territory and transport infrastructure based on the basis of planned strategic projects within individual regions. Through detailed traffic surveys at the CZ-SK, SK-PL and CZ-PL border crossings and also by profile measurements, it was acquired the data base, which served to define the potential transfers from road freight transport.

The transport model was processed in 4 main reports that form part of the activity:

- 1) TRITIA transport model methodology,
- 2) TRITIA transport model zero scenario,
- 3) TRITIA transport model alternative scenarios,
- 4) TRITIA region implementation plan.

The transport model results were the identification of infrastructure bottlenecks in the Žilina, Moravian-Silesian and Silesian and Opole Voivodeship, which are not addressed within the planned strategic documents, and the structure of the redistribution of potential road traffic over 200-300 km to alternative modes.



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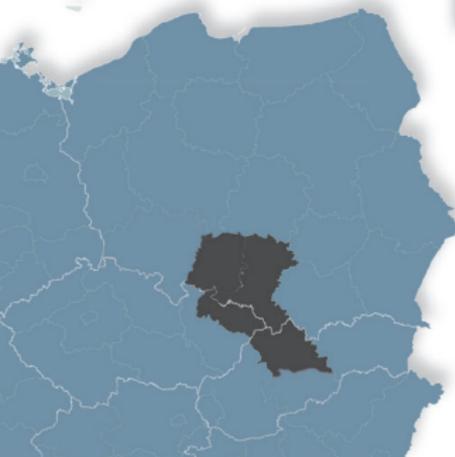
European Union
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During the three years of project implementation we've contributed to the promotion of cross-border cooperation, which we have been implementing since the beginning of the project development in the Polish-Czech-Slovak cross-border regions. Our initial goal was to influence the shape and development of Europe's regions through better cross-border connections. Cooperation and international partnership have played a significant role in the improvement of the planning of freight transport within the project area to better connect European regions. All of that could be helpful in greener, more sustainable and intermodal transport.

All aforementioned documents were developed by experts from Poland, the Czech Republic and Slovakia and are available on [the project website](#).

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3

COUNTRIES

4

REGIONS

5

PROJECT
PARTNERS

1.248

MILLION
EURO
PROJECT
BUDGET

1.061

MILLION
EURO
ERDF

Partners from three central European countries join their forces to improve intermodal transport in project areas.

Poland

- Górnośląska Agencja Przedsiębiorczości i Rozwoju Sp. z o.o.

Czech Republic

- Sdružení pro rozvoj Moravskoslezského kraje z.s.
- Dopravní projektování spol. s r.o.

Slovakia

- Výskumný ústav dopravný, a.s.
- University of Zilina



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