

Project Newsletter #5



Rail4Regions is an Interreg Central Europe project aiming at improving the access to the European rail freight networks. Twelve project partners develop solutions to optimise regional rail lines and access points and create action plans to encourage the uptake of their solutions in regional development plans.

Photo above: Rail4Regions partners visit the construction site of 2TDK near Koper, Slovenia.

[Visit our Website](#)

Central Communication Point: One of the largest railway investments in Poland raises both hopes and fears.

Challenge. The Central Communication Port (CCP) is a transport hub planned since 2017 in Central Poland (37 km west of Warsaw), where an airport (40 million passengers per year) is to be built in an area of

Reality. The new Polish government (2023/2024) decided to conduct an audit for, among others: planned railway investments of CCP. Until the results of the inspection are obtained, the work has been suspended,

approximately 3,000 h, as well as railway connections with the largest Polish cities (max. up to 2.5 hours), a total of 2,000 km of new railway lines, 12 routes, including 10 so-called "spokes" leading from various regions of Poland (30 investment tasks and 1,981 km of routes). The investment cost was to be approximately EUR 35 billion.

For Małopolska, CCP envisages the construction of 179 km of new railway lines and the modernization of 254 km of existing lines. This mainly concerns the network on the border of Małopolska and Silesia: construction of railway lines No. 111 and 113 (Małopolska-Śląsk Junction), reconstruction of line No. 93 (Chelmek - Oświęcim - Czechowice - Dzierżyc), development of connections to the south: Katowice - Kraków - Szczyrzyc - Nowy Sącz and Szczyrzyc - Chabówka - Zakopane, connections in the eastern part of the region: Idzikowice - Opoczno - Końskie - Kielce - Tarnów - Nowy Sącz - Muszyna and modernization of the extremely important railway border crossing towards Koszyce in Slovakia, construction and reconstruction of the railway line No. 73 on episode Busko Zdrój - Żabno - Tarnów, construction of sections of the new railway line No. 96 Tarnów - Nowy Sącz.

CCP's plans dominated most railway projects, both on a national scale and in regional decisions, for many years. First of all, in relation to the mentioned communication "spokes", which were to determine regional investment plans in the field of construction and modernization of railway networks.

although the government's opinion states that the project will continue - on a different scale and in a different "configuration". It seems that no one has any doubts about the need to implement long-range transport projects, but their actual shape and location will be known... soon.

Railway investments will be one of the most important topics of the European Economic Congress (May 7-9). During the session "Transport infrastructure in Central Europe" it will be discussed the development of the region in relation to the EU's transport policy, modern transport infrastructure in relation to the development of sustainable transport and the geopolitical situation in our part of Europe. We will learn the latest data on key projects and cross-border cooperation and the real costs of implementing railway investments. The Rail4Regions project will be there too!



The image above shows the planned railway investments linked to the CCP in the Malopolska voivodship.

The Institute of Traffic and Transport (PIL) is a research organisation founded by Slovenian Railways. The company specialises in research and development of transport related operations technology, infrastructure, modelling, IT&T, economics, law as well as in elaboration of railway transport investment documentation. The mission of the company is to provide a scientific and expert driven support for strategic and operational decisions in design, development and implementation in freight and passenger transport systems. Last years, PIL has been engaged on miscellaneous EU projects in the field of public and freight transport, cross-border connectivity, multimodality, sustainable mobility, transport modelling and infrastructure development, across different transport modes that were co-financed by different EU programmes. At the national level PIL has been developing many strategic studies and strategies involving transport and transport modelling and transport infrastructure development for the Slovenian Ministry of Infrastructure and the Slovenian Railways, to name only the main ones.

Meet our partners: Prometni institut Ljubljana (PIL)



The photo above shows a cargo train operated by Slovenian Railways (Slovenske železnice)

(c) Ante Klečina

Challenges of single wagonload transport

Four Rail4Regions project partners, namely Rail Cargo Hungaria (HU), the University of Žilina (SK), the Institute of Traffic and Transport in Ljubljana (SL) and the Malopolska Regional Development Agency (PL), jointly edited a study paper on "Challenges of single wagonload transport in Central Europe". Single wagonload (SWL) traffic is a complex process that requires efficient station facilities, qualified staff and reliable locomotives, wagons and other technical infrastructure.

One of the key findings of the study is that support for freight transport in the form of state aid, legislative measures and other forms of government support is crucial for the maintenance and development of these services. The size of European countries, especially in Central and Eastern Europe, means that domestic rail transport is limited and rail can be a competitive alternative internationally. A key requirement for the long-term sustainability of single wagonload traffic is the maintenance of the international network. Some countries in Europe have already recognised the threat that the disappearance of SWL traffic would pose to their economies and have introduced SWL support schemes. In Austria, Hungary and Slovenia, for example, railway companies can receive subsidies in proportion to their performance in the SWL segment. The project aims to raise awareness among decision-makers of the importance of SWL transport and its support and to encourage them to introduce and maintain support schemes.

Rail4Regions

<https://www.interreg-central.eu/projects/rail4regions/>

[Open in your browser](#) | [Cancel subscription](#)

