

TRITIA Inland Waterway Action Plan

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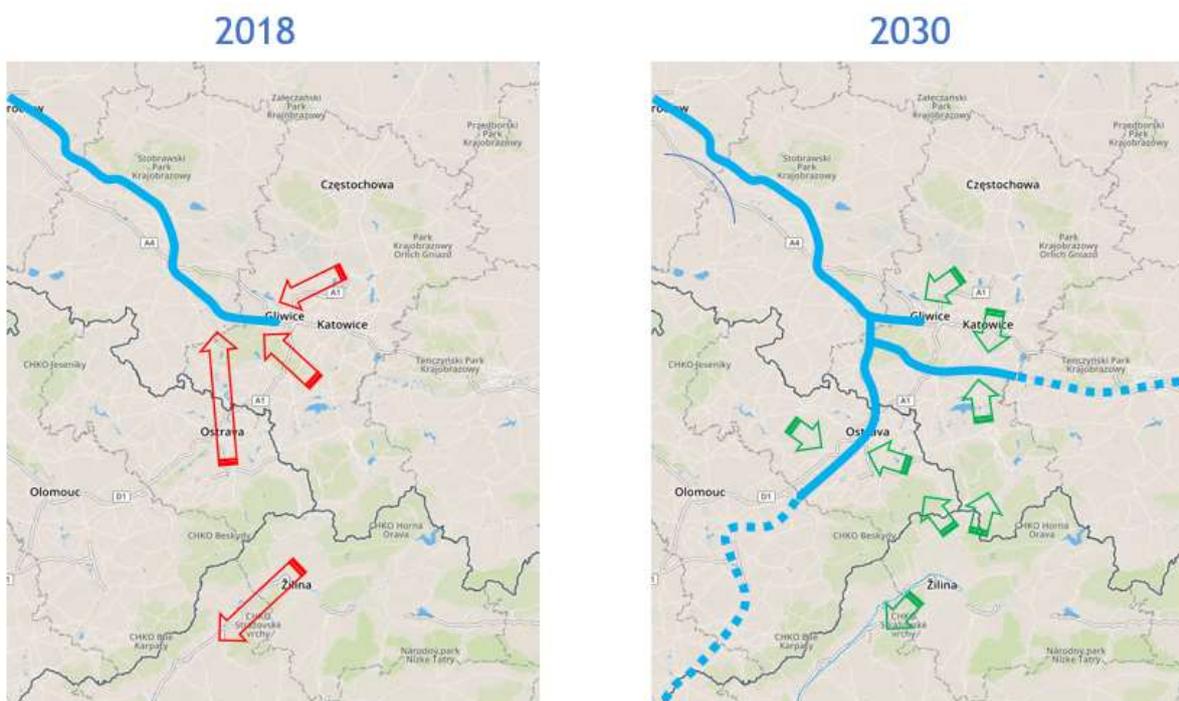
1. Key objectives

Increasing transport flows of the freight transport begin to reach maximal limits of road and railway infrastructure capacity, which in turn leads to a reduction in the smooth functioning of the market or the quality of the environment (e.g. emissions, noise).

The key objective of the Action Plan is to coordinate steps for tackling congested freight transport, in particular the road network in the border area of three members states of the EU in four border regions of EGTC TRITIA. One solution to this situation is to increase the region's accessibility by a waterway and transfer part of the freight transport from the roads and railways to the waterway.

The intention of the Odra Waterway and its connection with the Danube is discussed by the relevant Ministry in Poland, the Czech Republic and Slovakia (The DOL Working Group). Planned connection of waterways leads through the territory of the EGTC TRITIA. Therefore, the next objective of the Action Plan is to enrich this debate on the facts and conditions from the point of view of cross-border regional cooperation. The fact that these 3 states are now increasingly focused on better use or the possibility of extending waterways is also an opportunity for the Czech-Polish-Slovak cross-border region to fulfill not only the national transport policies, but also the transport policy objectives of the European Union.

However, in order to shift part of the volume of transport in the region from the road and railway to another mode of transport, it is logical that these other modes of transport should have the appropriate capacity or be generally available. Taking into account water transport as one of the potential options for freight transport, it should be noted that the TRITIA area has such a sufficient option in only a small part of that territory. This is the north-eastern part - the Oder waterway, which connects the TRITIA area with nearest seaport - the Port of Szczecin in the Baltic Sea. This waterway ends at the TRITIA area in inland Kędzierzyn Koźle, (or Gliwice by the branch of the Odra waterway through the Gliwicki Canal).



TRITIA's inland ports on the river Odra (Opole, Kędzierzyn-Koźle, Gliwice) offers the possibility of moving the transported costs already (although to a limited extent). On the one hand, the transport of costs to designated ports from other parts of the TRITIA region means not only road loads but also administrative obstacles (eg heavy or oversized transport).

Strategy	Action	Result
Implementation to the EU White paper on transport	Construction of waterways	Improvement of traffic flows and bottlenecks elimination
		Increase of competitiveness of local enterprises
		More friendly environment

2. Prioritization of investment for implementation

Connecting of the TRITIA area by expansion of inland waterways in its area until 2030 may mean an increase in the economic potential of the entire cross-border region. The more so because it is about expansion of the element of the transport network, which is the most friendly transport mode for the environment. Therefore, year 2030 is the target year to make the TRITIA area more accessible to water transport. In order to make the TRITIA territory more accessible by waterways until 2030, the following projects are recommended:

Priority 1 - Completion of the Oder waterway up to Ostrava to the Class VA

The priority includes the modernization of the existing Oder Inland Waterway in the territory of the EGTC TRITIA up to the port of Ostrava as one functional unit.

The result will be a navigable Odra, in the international VA class, including the river ports in Opole, Kędzierzyn-Koźle and Ostrava.

Priority 2 - Construction of the Śląski Canal

The construction of the connection of the Oder Inland waterway and river Vistula (section Kuźnia Raciborska - Oświęcim) to the parameters of the Class VA.

Realizing this priority will allow connection of the southern Polish area (Kraków Agglomeration), including the north-east part of the TRITIA, to the Oder Inland Waterway.

Priority 3 - Modernization of the Gliwicki Canal

The priority includes modernization artificial inland waterway from the Class III to parameters of the Class Va (from the Port of Kędzierzyn-Koźle to the Port of Gliwice).

The main result of modernization should be the increase of capacity for loads going from the west side of the Metropolitan Association of Upper Silesia and Dąbrowa Basin.

Priority 4*) - Construction of the Oder waterway, section Ostrava- Mošnov

Next section of planned Oder Waterway in the Czech Republic towards to connection Danube-Oder will allow access to the waterway to the southern outskirts fo Ostrava agglomeration. The location one of the inland ports in the area of Mošnov is related to the multimodal logistics center (currently under construction)

Priority 5*) - Construction of the Váh waterway up to Žilina

Váh inland waterway enable the connection of the Žilina region to the TEN-T core Rhine-Danube corridor by the another transport mode. It is potential for development of the region and support competitive between road, railway and inland waterway.

*) Realizations of the Priorities 4 and 5 will be probably after 2030 (are depending on the progress of preparations of national waterway development programs in the Czech Republic and the Slovak Republic)

Prioritization of Investment - waterways of the TRITIA area until 2030	
Priority 1	Completion of the Oder waterway up to Ostrava to the Class VA
Priority 2	Construction of the Śląski Canal to the Class VA
Priority 3	Modernization of the Gliwicki Canal to the Class VA

3.Setting the action / monitoring groups

Inland Waterways - Odra and Vah or their extension or completion, are among the projects of European significance. In order to prepare and implement them, it will be necessary to carry out a number of steps I at the level of the European Union, as well as at bilateral level.

3.1. European level

Necessary negotiation materials are a different nature - from technical (e.g.feasibility studies) to a governmental decisions and regulations (relevant government resolutions) and interstate agreements and letters. Their details are given for individual chapters and sub-chapters below.

Generally, it is necessary to include inland waterway issues in the programs and agendas of all negotiations both at European level and in the bilateral of the EU-Member States. With the same weight as the questions concerning railways or motorways.

The main task is primarily the re-integration of the Danube-Odra-Elbe waterway corridor, including the extension of the Oder Inland Waterway to Czech Republic, into the expected new text of the Regulation of the European Parliament and of the Council on Union guidelines for the development of the Trans-European Transport Network (TEN-T). At the same time, it is necessary to thoughtfully and targeted negotiate a new EU budget for the period after 2020.

3.1.1. TEN-T

The Danube-Oder-Elbe waterway corridor (D-O-E)

D-O-E has become part of the TEN-T as part of the accession agreements between the Czech Republic and the EU. However, during the 2011-2013 negotiations, this project was exempted. In the current **Regulation** (EU) No.1315/2013 of the European Parliament and of the Council of 11 December 2013 on Union guidelines for the development of the trans-European transport network and repealing Decision No 661/2010/EU, D-O-E does not appear.

An update of the wording is expected by 31 December 2023 at the latest, in accordance with Article 54 of the current version of the Regulation, which states, inter alia:

„By 31 December 2023, the Commission, having consulted with Member States as appropriate and with the assistance of the European Coordinators, shall carry out a review of the implementation of the core network ... e) the need for amendments to this Regulation. (...) In addition to carrying out that review, the Commission, in cooperation with the Member States, shall assess whether new sections, such as certain former cross-border priority projects listed in Decision No 661/2010/EU, are to be included in the core network. The Commission shall present a legislative proposal if appropriate.”

According to the experience of the preparation and discussion of the previous "TEN-T" amendment, intensive preparation of the new text can be expected by 2020 at the latest; preparatory negotiations could start even in 2019. Until this year, the Czech Republic and Poland should be have relevant documents (feasibility studies), which can be considered as the basic impetus for opening negotiations.

Principles of the Action Plan for the Danube-Oder-Elbe Water Corridor (European level)		
Levels of negotiation	Negotiating documents	Target status after negotiations
European Council	Feasibility Study of the Danube-Oder-Elbe Waterway (CZ)	Inclusion of the Danube-Oder-Elbe Waterway Corridor into the TEN-T
EU Commissioner for Transport		
DG MOVE		
DG ENVI		
Members of European Parliament (especially from Austria, Czech Republic, Germany, Poland and Slovakia)	Appropriate government regulations and decisions	

Oder Inland Waterway and Slaski Canal

The Oder waterway was not and is not part of the TEN-T. Poland was seeking its inclusion during the EU presidency, but it did not get enough support for this. On the part of the Czech Republic, the fact that Poland then proposed a specific exception, namely the inclusion of the Odra waterway with the Class III (classification of international classification of waterways), was considered an obstacle to the aid. However, the situation changed radically in 2017 by the accession of the Republic of Poland to the European Agreement on Main Inland Waterways of International Importance (AGN). In the presumed new TEN-T, the Czech Republic clearly supports the coordinated effort of the Republic of Poland to include the Odra waterway in the TEN-T from the Czech Republic in order to support and coordinate with efforts to include the D-O-E waterway corridor.

For the Polish part of the TRITIA, there is also a significant inclusion in the TEN-T network of the Canal Slaski as the connection between Oder and Vistula. The Canal Slaski also has cross-border synergies with both the Czech Republic (Danube link) and the Slovak Republic (better accessing to water transport from the Zilina region towards north), i.e. benefits for whole of the TRITIA region. This planned waterway, similar as Oder waterway, is not currently included in the TEN-T.

Principles of the Action Plan for the - Oder Inland Waterway & Canal Slaski (European level)		
Levels of negotiation	Negotiating documents	Target status after negotiations
European Council	Feasibility Study of the Oder Waterway (PL)	Inclusion of the Oder Inland Waterway incl. Canal Slaski into the TEN-T
EU Commissioner for Transport	Feasibility Study of the Śląski Canal (PL)	
DG MOVE	Feasibility Study of the Danube-Oder-Elbe Waterway (CZ)	
DG ENVI		
Members of European Parliament (especially from Czech Republic, Germany and Poland).	Agreement between the Czech Republic and the Republic of Poland on the border point and the common interest in the construction of of Odra Inland Waterway. Appropriate government decisions in Poland	

Váh Waterway

This waterway is part of the current TEN-T version. It is in the interest of the EGTC TRITIA to maintain the Váhu in the TEN-T. The Czech and Polish interest in the completion of the Váh waterway would have increased if it was necessary to prioritize the possibility of interconnection between the rivers Morava and Váh subsequently to the Danube (the varietal connection Odra-Danube outside of Austria).

The aim of the TRITIA cooperation should be to keep the Váh Waterway in the TEN-T network up to Žilina (current state).

3.1.2 EU-Budget after year 2020

(Oder Inland Waterway extension to Czech Republic, incl. Slaski Canal)

However, the debate on the future EU budget temporarily is on early stages, the following conclusions can be made in advance, based on pre-consultations with the representative of the European Commission:

- the amount of the budget is still contradictory (but not escalating) opinion, with a view to maintaining the current level or a slight decrease;
- for the time being, most of the Member States are trying to rule out political issues;
- the transport infrastructure subsidy instruments should continue to be used, but more consideration should be given to "European added value".

In particular, the last point is very important because the system apparently based on some extent of the current conditions of the Connecting Europe Facility (CEF), i.e. there is not intended to allocate funds to individual countries but is based on a project competition.

- the potential to meet the objectives of the White Paper, namely to transfer of a long-distance transport to water/rail transport, thereby reducing carbon emissions and other harmful effects of transport on the environment and the ecosystem of the population;
- the Czech-Polish cross-border synergy, complemented by the possibility of use also in the Slovak part of the TRITIA area.

Effective and coordinated negotiations on a future budget, geared to sufficient financial resources for infrastructure development, while being accessible by the Central and Eastern European countries, is of course not only for waterways but for all transport infrastructure in the region. It should not be forgotten that the development of transport routes in these countries still lags behind most of the developed countries of Western Europe.

Principles of the Action Plan for budgeting (European level)		
Levels of negotiation	Negotiating documents	Target status after negotiations
European Commission	Summarization of transport infrastructure development in view of sustainable (CZ, PL & SK)	Favorable conditions of European co-financing of transport infrastructure
European Council		
DG MOVE		
Members of European Parliament (especially from Czech Republic, Poland and Slovakia).	Own (national) proposals for a European co-financing policy for the development of transport infrastructure (splitting into "national packages" and "competition" part, conditions, availability, etc.)	

3.2. Bilateral level

Czech Republic & Republic of Poland

The Republic of Poland has embarked on a clear activities in recent years to modernize and restore the development of waterways and hence the importance of inland navigation. This is also reflected in the establishment of a specialized ministry - the Ministry of Maritime Economy and Inland Navigation (MGMiŻŚ), the accession to the AGN and the increasing cooperation with neighboring countries. In this context, the mutual relations between the Republic of Poland and the Czech Republic have been deepened. These are mainly oriented to the Oder waterway in the context of the Danube-Oder-Elbe Water Corridor. In addition, it is advisable to consider the Polish proposal to set up a joint implementation group between Poland and the Czech Republic (and Germany).

Activities for Czech-Polish cooperation, including topics and aims, is listed in bellows table of "Principles of the Action Plan (bilateral level)"

Principles of the Action Plan (bilateral level)		
Levels of negotiation	Documents	Target status after negotiations
Ministry of Transport (CZ) Ministry of Maritime Economy and Inland Navigation (PL)	Feasibility Study of the Danube-Oder-Elbe Waterway (CZ) Feasibility Study of the Oder Waterway (PL)	Agreement on a border point of CZ/PL
		Agreement on the implementation of the Oder Inland Waterway section between Kędzierzyn-Koźle and Ostrava
		Coordination agreement on the parallel construction of the entire Oder Inland Waterway and the Danube-Odra-Elbe interconnection sections (incl. establishment of joint implementation group/ joint investor authority)
		Letter of Intent on Joint Support to the inclusion of both projects in the TEN-T
Government of Czech Republic and Poland	Appropriate government decisions (CZ & PL)	Coordination of efforts to specifying parameters the Union's budget after 2020.

3.3. International monitoring group

EGTC TRITIA

The European Grouping of Territorial Cooperation TRITIA was established in 2013 as a common body of regional self-governments in the cross-border area of CZ/ PL / SK. One of four main areas of cooperation is Transport and infrastructure and its *Specific objective 1.1. Establish and operate an expert platform consistently able to identify common priorities for infrastructure, transport and logistics solutions.*

Participants of the 1st Meeting of Steering Committee of project TRANS TRITIA (Cieszyn November 30, 2018) discussed the possibilities for **creating work group for waterway within the EGTC TRITIA** (together with work group for railway).

At the same meeting the EGTC TRITIA was indicated as a regional representative - a party of discussions with national authorities in Poland in the field of transport infrastructure development and new transport connections with Czech Republic and Slovakia. Particular institutions and regions are not strong enough in this discussion on national level. The main aim of activities of group could be coordinated transferring of road transport into railway and waterway in teh cross-border area.

Visegrád group (V4)

Coordination at the Visegrad Four (V4) level, i.e. the Republic of Poland, the Czech Republic, the Slovak Republic and the Republic of Hungary, is an important platform for formulating the common interests of these states. In its efforts to promote co-operation and stability in the wider European region, V4 cooperates with Austria and Slovenia within the framework of the so-called Regional Partnership and with other Central and Eastern European countries under the V4 + program.

An example of V4 + is, for example, cooperation with Bulgaria and Romania, specifically in the field of territorial development coordination. The common strategy has formulated the main objectives here, including:

- promote territorial cohesion in Europe,
- to help coordinate the various sectoral policies that have an impact on territorial development,
- provide arguments and support to the V4 + 2 states in EU-level discussions on spatial development, cohesion policy and transport and energy policy issues.

The completion of waterways system in teh Central Europe (the main projects: the Danube-Odra-Elbe Waterway Corridor, Oder Inland Waterway and Váh Inland Waterway) could undoubtedly benefit from good cooperation on the basis of V4, V4 + and Regional Partnership.

There is proposed that a joint declaration be adopted within V4 to modernization/construction of inland waterways - as in the case of the high-speed railway network (signed by the Prime Ministers of the Visegrad Group countries on June 6, 2018 in Budapest). To this aim to set up a working group for overseeing of the coordination /realization of waterway system in the V4 countries area.

The Slavkov Declaration

This group covers the Czech Republic, Austria and Slovakia. Within this framework, a Permanent Expert Working Group on Rail Transport was set up in 2017, focusing on the overall improvement of rail transport in the region, with special regard to the development of high-speed lines.

Although the Declaration does not include the area of Republic of Poland, this group of countries can also have a significant impact on the prospective interconnection of the TRITIA waterway system towards the Danube.

Although the Declaration does not include the area of Republic of Poland, this group of countries can also have a significant impact on the prospective interconnection of the TRITIA waterway system towards the Danube. Therefore, it is proposed that an experts working group for the inland waterways, set up similarly as for the high-speed railways.

Principles of the Action Plan (international monitoring bodies)		
Platform	Documents	Target status after negotiations
TRANS TRITIA	Feasibility Study of the Danube-Oder-Elbe Waterway (CZ)	Establishment of working group for transport within of the structure of the EGTC TRITIA
Visegrád Group (V4)	Feasibility Study of the Oder Waterway (PL)	Common promoting of development of waterways both on the national governments and at the European Union
Slavkov Declaration	Feasibility Study of the Váh Waterway (SK) Joint declaration of the Prime Ministers/Responsible Ministries of participated countries for cooperation to develop and waterways in the Central Europe.	Inclusion or maintenance of waterways of the TRITIA area in the TEN-T Establishment of monitoring group/s for overseeing of the coordination/realization of waterway system in the CZ, PL and SK (incl.connection to their neighbors).

4. Action steps - european a national levels

In course of the discussion, the project partners agreed on the steps to be taken to implement the projects described in Chapters 2 and 3. These steps have been divided into some areas, separately for european and national levels.

4.1. Areas of actions to achieve the objectives (European level)

area 1	inclusion of project objectives into regional cross-border documents
area 2	assignment of project objectives to government cross-border documents, in particular with the use of the Danube-Odra-Labe Waterway Working Group (CZ, PL, SK)
area 3	inclusion of infrastructure components of the project in the Government's preparations for updating The EU Regulation on Trans-European Transport Networks (TEN-T)
area 4	presenting the project objectives to national representatives in the EU institutions, discussing appropriate action on this ground
area 5	presenting the project objectives to MEPs of interested countries (but also others); the aim is to coordinate the targeted TEN-T update
area 6	cooperation with governmental circles and MEPs in the formulation of stakeholders' interests in the concept of infrastructure financing after 2020
area 7	repeating areas 4-6 after the European Parliament elections (start June 2019)
area 8	coordinated reporting to DG Move and other EC bodies and representatives
area 9	to achieve the support of the necessary infrastructure measures in the context of the amendment to the Trans-European Transport Networks Regulation (TEN-T)

4.2. Areas of actions to achieve the objectives (national level)

area 1	project presentation to transporters, carriers and economic operators
area 2	presenting project results to representatives of the relevant state administration bodies
area 3	presenting project results to economic unions
area 4	presenting the project's objectives to the public
area 5	presenting project results to political actors
area 6	achievement of the project acceptance at the level of the relevant ministries

<p>area 7</p>	<p>including of the necessary infrastructure into</p> <ul style="list-style-type: none"> - Spatial Development Policies of the Czech Republic (CZ, Politika územní rozvoje České republiky) - Spatial Planning Principles of the Moravian-Silesian Region (CZ, Zásady územního rozvoje kraje) - Spatial Plan of Žilina self-governing region (SK, Územný plán VÚC Žilinského kraja) - Regional integrated territorial development strategy for Žilina region (SK, Regionálna integrovaná územná stratégia Žilinského kraja) - Slovak spatial development perspective (SK, Konceptcia územného rozvoja Slovenska) - Spatial Development Plan of the Silesian Voivodeship (PL, Plan Zagospodarowania Przestrzennego Województwa Śląskiego) - Spatial Development Plan of the Opole Voivodeship (PL, Plan Zagospodarowania Przestrzennego Województwa Opolskiego) - Strategy for the development of the transport system of the Silesian voivodeship (PL, Strategia rozwoju systemu transportu Województwa Śląskiego) - Strategy for the development of the Opolskie vojvodeship (PL, Strategia rozwoju Województwa Opolskiego)
<p>area 8</p>	<p>including of project objectives into governmental (sector) strategy documents, notably by updating</p> <ul style="list-style-type: none"> - Transport Policies (CZ, Dopravní politika) - Transport Sector Strategies (CZ, Dopravní sektorové strategie) - Concept of Waterway Transport (CZ, Koncepce vodní dopravy) - Concept of Freight Transport (CZ, Koncepce nákladní dopravy) - Transport development strategy of the Slovak Republic (SK, Stratégia rozvoja dopravy Slovenskej republiky) - Strategic Plan for Development of Transport infrastructure of the Slovak Republic (SK, Strategický plán rozvoja dopravnej infraštruktúry SR) - - Transport Development Strategy up to 2020 (with prospects until 2030) (PL, Strategia Rozwoju Transportu do 2020 roku (z perspektywą do 2030 roku)

5. Timetable

5.1. Completion of the Oder waterway up to Ostrava to the Class VA

section	activity	time period	costs € mld (estimate)
Opole-Kędzierzyn Koźle	modernisation	2020-2025	0,39
Kędzierzyn-Koźle - Waterway Node (ODW-DOL)	Documentation and procedure	2020-2025	0,49
	construction	2025-2030	
Waterway Node - Lock Buków (incl. reservoir Racibórz Dolny)	Documentation and procedure	2020-2025	0,14
	construction	2025-2030	
Lock Buków - cross border PL/CZ	Documentation and procedure	2020-2025	0,23
	construction	2025-2030	
Cross border CZ/PL (Stary Bohumín) - Port of Ostrava	plan documentation and administration procedures	2020-2024	0,51
	construction	2025-2030	

5.2. Construction of the Śląski Canal

section	activity	time period	costs € mld (estimate)
Kędzierzyn Koźle - Waterway Node	Reconstruction / projects	2020-2030	0,47
Reservoir Kotlarnia	Documentation and procedure	2020-2025	0,02
	construction	2025-2030	
Lateral canal, section Kotlarnia-reservoir Rybnik	Documentation and procedure	2020-2025	0,42
	construction	2025-2030	
Lateral canal, section Rybnik - Oświęcim	Documentation and procedure	2020-2025	1,52
	construction	2025-2030	

5.3. Modernization of the Gliwicki Canal

section	activity	time period	costs € mld (estimate)
Kędzierzyn Koźle - Gliwice	Modernization to the parameters of Class Va	2020-2030	0,60

6. Maps of prioritization

6.1. Completion of the Oder waterway up to Ostrava to the Class VA



6.2. Construction of the Śląski Canal to the Class VA



6.3 Modernization of the Gliwicki Canal to the Class VA

