TransBaltic

*Towards an integrated transport system in the Baltic Sea Region*

# Study of the condition and potential of the rail link between Szczecin, Koszalin, Słupsk, Gdańsk, Olsztyn and Ełk

## Summary of the Final Report

**Gdańsk – Olsztyn, 25 February 2011**

*Project part-financed by the European Union (European Regional Development Fund)*

Baltic Sea Region Programme 2007-2013

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**Employer:**

Region of Pomorskie
ul. Okopowa 21/27
80-810 Gdańsk, Poland
e-mail: drrip@woj-pomorskie.pl
www.woj-pomorskie.pl

Region of Warmińsko-Mazurskie
ul. Emilii Plater 1,
10-562 Olsztyn , Poland
e-mail: dpr@warmia,mazury.pl
www.wrota.warmia.mazury.pl

**Contractor:**

Research Institute for Transport Economics
ul. Hoża 86, 00-682 Warszawa
tel./fax: (48-22) 621-81-84
e-mail: obe@obet.com.pl
www.obet.com.pl

**Project team:**

Dr. Hanna Polewska-Dorozik – Project Manager
Professor Jerzy Wronka
Dr. Ryszard Witek
Andrzej Peszel, M.Sc.
Paweł Aleksandrowicz, M.Eng.
Krzysztof Tomasiuk, M.Eng.
Krzysztof Jastrzębski, M.Sc.
Tomasz Szagun, M.Sc.
Anna Kępińska
Wanda Gustaw

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## Introduction

In recent years a number of strategy papers[1] developed under programmes of international cooperation have identified the need for new integrated rail links within the Baltic Sea area. An improved transport system based on trans-European transport networks (TEN-T) is fundamental for the cohesion and accessibility of the regions of Pomorskie, Warmińsko-Mazurskie and Zachodniopomorskie.

The main objective of this study was to examine the condition, economic importance and development potential of the rail link between Szczecin, Koszalin, Słupsk, Gdańsk, Olsztyn and Ełk with a view to its inclusion into the trans-European network TEN- T.

The specific objectives of this study were to:

- identify the importance of the rail line's functional components,
- develop the technical content for the application to include the rail line in question in the trans-European network TEN-T,
- suggest the preferred route from among alternative routes operating in Warmińsko-Mazurskie.

The study examined the rail link as an element of the integrated transport system in the south of the Baltic Sea region. The route in Warmińsko-Mazurskie was examined in four alternative routes. They are:

1. Iława – Olsztyn – Korsze – Ełk.
2. Iława – Olsztyn – Czerwonka – Mrągowo – Ełk.
3. Elbląg – Olsztyn – Korsze – Ełk.
4. Elbląg – Olsztyn – Czerwonka – Mrągowo – Ełk.

Figure 1 shows the rail link between Szczecin, Koszalin, Słupsk, Gdańsk, Olsztyn and Ełk.

1

– South Baltic Arc - Spatial Strategies for Integration and Sustainable Development Acceleration of the South Baltic Arc Zone.
– "Vision And Strategies Around the Baltic Sea 2010". VASAB 2010.
– European Parliament Resolution of 6 July 2010 on the European Union Strategy for the Baltic Sea Region and the role of macro-regions in the future cohesion policy. (2009/2230-INI).
– Operational Programme for the Baltic Sea Region 2007 – 2013" Baltic Sea Region 2007. South Baltic Cross-border Cooperation Programme approved by the European Commission in 2007.
– Cross-border Cooperation Programme Lithuania - Poland - Russia 2007 – 2013. Operational Programme, 2008.


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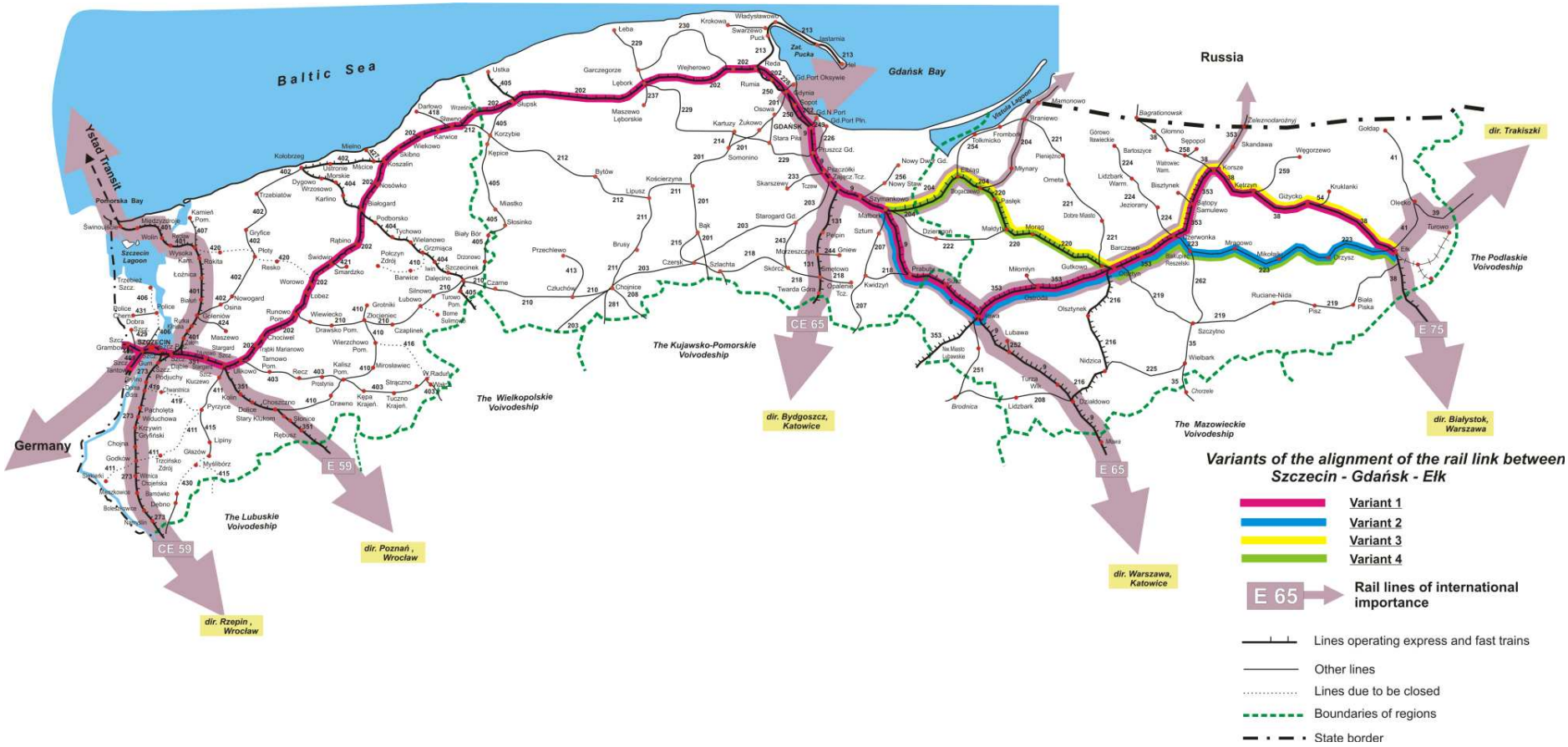
**Figure 1. Proposed alignment of the rail link between Szczecin, Koszalin, Słupsk, Gdańsk, Olsztyn and Ełk**




Source: own work.

## 1. Analysis of the current situation

Our analysis of the social and economic conditions, rail infrastructure, actual transport figures and projected demand for transport shows that there are significant differences between the three regions.

The region with the strongest social and economic potential is Pomorskie. The population of Pomorskie is 2.2 million people which is 5.8% of the population of Poland. Zachodniopomorskie has a population of 1.7 million which is 4.4% of the population of Poland and Warmińsko-Mazurskie has a population of 1.4 million which is 3.7% of the national figure. The countries situated on the South Baltic coast which are within the line's catchment area have the total population of more than 17.7 million. Rail transport is an important factor of their social and economic integration, in particular with the central regions of the European Union.

GDP per capita in Pomorskie is €8,000, €7,300 in Zachodniopomorskie and €6,100 in Warmińsko-Mazurskie. Poland's average GDP per capita is €8 200 compared to €24,900 in the EU.

The economic potential of the three regions is mainly found in the major cities such as Szczecin, Koszalin, Słupsk, Gdynia, Gdańsk, Elbląg and Olsztyn. They are the regions' key centres of education and culture and home to important governmental and social bodies.

The regions' main industries include ship building in Gdańsk, Gdynia and Szczecin, crude oil processing in Gdańsk, tyre manufacture in Olsztyn and Stargard Szczeciński and handling services at the sea ports of Szczecin, Świnoujście, Kołobrzeg, Gdańsk, Gdynia and Elbląg.

The regions have a well developed tourist and hospitality industry, a factor which boosts the development of the service industry and creates jobs. With an improved accessibility, the regions will be able to attract more visitors to their unique areas of natural beauty, seaside recreation and the unique Mazury Lake District.

Key to the development of North Poland are its special economic zones. If they are to generate growth, the zones must ensure good accessibility which is a decisive factor for all investment site decisions.

However, the proposed rail link also cuts through areas where economic activity and transport accessibility are the lowest in Poland (see Map 1).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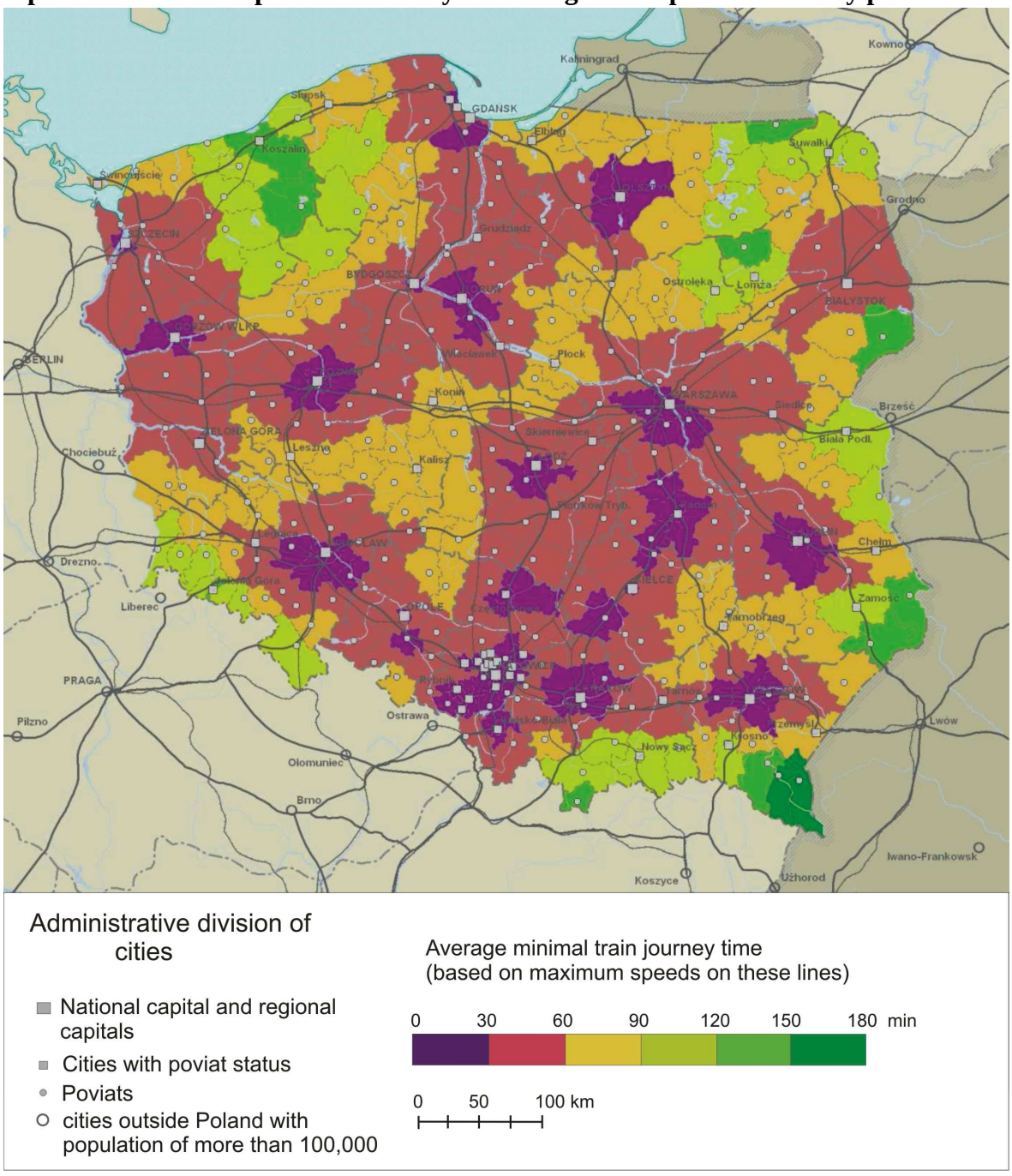
**Map 1. Areas with the poorest access by rail to regional capitals broken by poviats**




Source: National Strategy for Regional Development 2010-2020:
Region, Cities, Rural Areas – a document adopted by the Council of Ministers on 13 July 2010. Developed by the Ministry of Regional Development in cooperation with the Institute of Geography and Spatial Organisation (P. Śleszyński).



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If developed, rail transport in North Poland will not only improve the area's territorial accessibility but will also ensure its sustainability due to its low impact on the environment and Natura 2000 sites.

The condition of the link's rail infrastructure varies across the categories and technical parameters.

Table 1 gives a list of lines that are part of the link in question.

From the lines given in Table 1, the only sections that are covered with international agreements AGC i AGTC[2] are Szczecin Główny – Stargard Szczeciński, Gdynia – Gdańsk, Gdańsk Główny – Iława Główna.

**Table 1. List of sections comprising the line.**

| Line number acc. to Id 12 | Start | End | Length of section (km) |
|---|---|---|---|
| *1* | *2* | *3* | *4* |
| **351** | Szczecin Główny | Stargard Szczeciński | 41,380 |
| **202** | Stargard Szczeciński | Gdańsk Główny | 334,360 |
| **9** | Gdańsk Główny | Iława Główna | 121,059 |
| **204** | Malbork | Bogaczewo | 42,056 |
| **220** | Bogaczewo | Olsztyn | 85,746 |
| **353** | Iława | Korsze | 139,778 |
| **38** | Korsze | Ełk | 100,167 |
| **223** | Czerwonka | Ełk | 121,616 |

Source: data from PKP PLK S.A.

The technical condition of the lines was assessed and showed significant wear and tear of the surface of the tracks on the main lines, station tracks and rail sidings. The single track electrified line 202 between Stargard Szczeciński and Gdańsk is in satisfactory condition, especially in Zachodniopomorskie. The middle section of line 202 between Runowo Pomorskie and Wejherowo operates on a single track limiting the capacity of the system. There are single tracks on lines branching off the rail interchanges in Białogard, Koszalin and Słupsk. In Pomorskie the capacity of the line deteriorates, especially between Wejherowo, Reda, Rumia and Gdynia Chylonia. The rail infrastructure owned by PLK PKP

[2] AGC European Agreement on Main International Railway Lines, AGTC European Agreement on Important International Combined Transport Lines and Related Installations (M. P. of 2004 No. 3, item 50).


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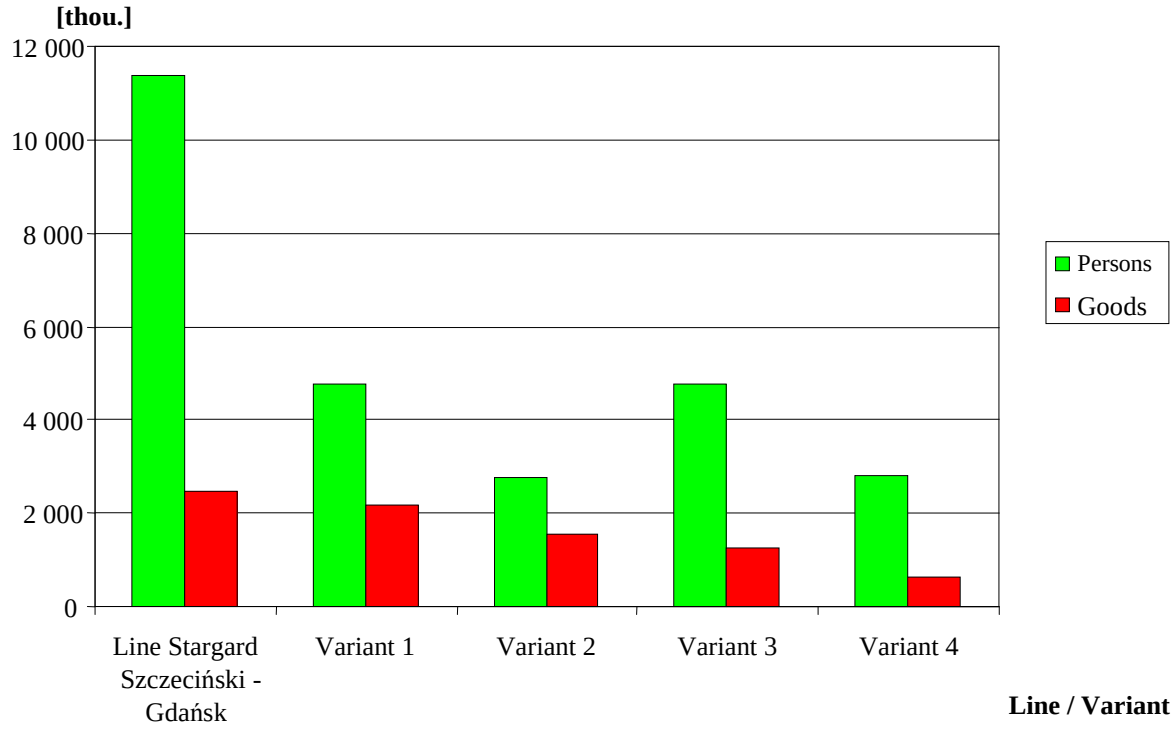
S.A. is also used by Spółka PKP Szybka Kolej Miejska w Trójmieście Sp. z o.o. (rapid urban rail). As a result there is an overlap between long-distance and urban train services causing frequent problems with traffic.

The technical condition of the Warmińsko-Mazurskie rail lines varies. The Iława – Olsztyn – Korsze line has relatively good technical parameters with passenger train speed limits at 100 – 120 km/h. The Malbork – Elbląg – Bogaczewo section is equally satisfactory. The technical condition of the single track line between Bogaczewo and Olsztyn is poor. The Korsze – Ełk line operates on a single track and is not electrified, the speed limit there is 80 km/h. The Czerwonka – Mrągowo – Ełk line is also in poor technical condition.

Train stations were assessed and found to be in adequate technical condition. They are, however, in need of modernisation. The link's smaller train stops are gradually falling into disrepair.

Figure 2 shows the estimated average number of passengers and amount of freight carried in 2009 on the Stargard Szczeciński – Koszalin – Słupsk – Gdańsk rail line and on the four variants in Warmińsko-Mazurskie.

**Figure 2. Estimated average passenger and freight traffic carried in 2009 on the Stargard Szczeciński – Koszalin – Słupsk – Gdańsk rail line and on the four variants in Warmińsko-Mazurskie [persons/year, gross tonnes/year]**



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Source: Own work based on data from PKP Intercity S.A., PKP Przewozy Regionalne Sp. z o.o. and PKP PLK S.A.

The data shows that passenger trains prevail with passenger traffic accounting for 87% of the line's overall traffic. Most of the trains are regional services (53%) followed by inter-regional services (33%). The average number of trains on the entire line is 39 trains a day including 5 freight trains. Among all the lines of the link in question, only the Gdynia Główna - Tczew section operates more than 120 trains a day.

The biggest share of freight traffic is between Szczecin, Stargard Szczeciński and Gdańsk. Passenger traffic is the highest between Gdynia Główna and Tczew and between Szczecin Główny and Stargard Szczeciński. Passenger traffic is the lowest on the Czerwonka – Mrągowo – Ełk route and since 2010 passenger trains are no longer operated there.

Rail services within conurbations are operated in Zachodniopomorskie between Szczecin Główny and Stargard Szczeciński and in Pomorskie between Reda and Tczew. One of the operating companies in Pomorskie is Spółka PKP Szybka Kolej Miejska w Trójmieście Sp. z o.o. (rapid urban rail). In 2009 the company carried 37.8 million passengers.

Analyses of the volumes and structure of traffic show that the region with the highest number of trains per 1 kilometre of line, the highest number of passengers and the highest amount of freight is Pomorskie.

An analysis of air passenger traffic showed that air transport is not a major competitor of the rail link in question.

Inland waterways are not a competitive mode transport to the rail link under analysis because the services are seasonal and cover short distances only.

Rail transport faces competition from road transport when it comes to passenger and freight traffic. An analysis of passenger numbers carried by rail and road transport shows that in Zachodniopomorskie the rail link in question offers more services and quicker travel time. The number of services and travel time using Pomorskie's train services are also more competitive on the majority of the link's sections. Warmińsko-Mazurskie, however, faces serious competition from bus transport offering shorter travel time and more frequent services.

In Zachodniopomorskie an alternative to the rail line in question is express road S3 and national road 6 and in Pomorskie an extension of road 6, i.e. express road S6. In Warmińsko-Mazurskie depending on the variant there are national roads 7, 16, 22 and 63 and regional roads 521, 590 and 592 running parallel to the rail line. An analysis of road traffic volumes shows that between 2005 and 2010 traffic volumes grew significantly in the three regions. The increase in Pomorskie was 28.5% with 25.8% in Zachodniopomorskie and 17.3% on the roads of Warmińsko-Mazurskie.


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A comparison of rail freight transport and road transport shows that motor transport has advantages over rail because it offers better prices and connections.

If rail transport is to improve its competitiveness, it would need a new harmonised system of infrastructure access fees to include external costs. This could help put a stop to the asymmetry there already is between rail and road transport.

The European Union's transport policy gives preference to a sustainable and integrated development of transport systems based on those modes that are least harmful to the environment. The revised **Lisbon Strategy**, as a comprehensive package of reforms for member states, points out that transport must be both efficient and sustainable. It considers it a priority to ensure that national transport systems are consistent with the European system. This can be achieved by building and modernising trans-European transport networks TEN-T and improving access to services, safety standards and the quality of transport services.

One of the objectives EU members states are expected to meet under the new **Europe 2020**[3] strategy is to significantly reduce CO2 missions. A higher share of rail transport in the overall transport market will help to reduce the carbon footprint produced by motor vehicles.

The **National Strategy for Regional Development 2010 – 2020**, a basic national policy paper, points out that central parts of Pomorze and parts of Warmińsko-Mazurskie have the lowest transport accessibility in Poland. As a consequence, areas around Ełk, Słupsk and Stargard Szczeciński are affected by low levels of inward investment. If this is to be improved, an increased focus is needed on the role of sub-regional towns and the development and modernisation of transport infrastructure. Improvements are also required in cross-border areas affected by poor transport networks, especially areas along the EU's external border.[4]

One of the national policies which follows up on the conditions Poland agreed to meet as a member of the European Union is Poland's Transport Policy for the Years 2005 – 2025[5]. As defined in the Treaty on European Union, the Polish document makes it a priority to significantly improve the quality of the transport system and ensure its sustainability. One of its primary concerns is to modernise rail transport through a radical improvement of infrastructure, development of intermodal systems, interoperability and support for integrated rail transport.

The rail transport's basic policy paper is the **Master Plan**. It aims to achieve a sustainable modal structure by offering attractive transport services which can successfully compete with air transport operators and passenger cars.[6] The proposal for the new rail link includes new

[3] EUROPA 2020 A European strategy for smart, sustainable and inclusive growth. European Commission, Brussels, 3.3.2010 COM(2010) 2020 final version.
[4] National Strategy for Regional Development 2010 – 2020. Ministry of Regional Development, Warsaw, 2009.
[5] Poland's Transport Policy for the Years 2005 – 2025. Ministry of Infrastructure. Warsaw, 2005.
[6] Master Plan Poland's rail transport until 2030. Ministry of Infrastructure. Warsaw, 2008.


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tracks to be built on line 202 between Runowo Pomorskie and Gdańsk and a higher number of tracks within the Tri-City conurbation. The other sections of the link will be extended depending on the demand for transport. The target in the Master Plan to be achieved by 2030 is that the analysed rail line 202 between Szczecin and Gdańsk will operate at 140 – 160 km/h, line 353 between Iława and Olsztyn at 100 – 120 km/h and lines 353 and 38 between Olsztyn, Czerwonka, Korsze and Ełk will operate at 100 – 120 km/h. The section between Korsze – Ełk is to be electrified.

In early 2010 Poland presented its proposals[7] for modification of the TEN-T network in Poland. A package of projects was recommended, including:

road transport:

- to include national road 6 between Szczecin, Koszalin, Słupsk and Gdańsk,
- to include national road 16 between Grudziądz, Ostróda, Olsztyn, Mrągowo and Ełk,

rail transport:

- to change the route of line E 75 between Białystok, Ełk and Suwałki,
- to include the rail line between Inowrocław, Olsztyn, Korsze, Skandawa (Polish-Russian border) and Ełk,
- to include the rail line between Szczecin Dąbie and Polish-German border.

If the new TEN-T rail lines are linked with the line between Szczecin, Koszalin, Słupsk, Gdańsk, Olsztyn and Ełk, it will be possible to launch an integrated trans-national rail link.

## 2. The basic conditions for boosting the importance of the link

To ensure that the rail link in question is an attractive value proposition, it is necessary to:

1. Improve the technical parameters of rail lines with speeds targeted at 160 km/h for passenger trains and 120 km/h for freight trains and axle load at 221 kN and build LCS local control centres.
2. Build a second track (on selected sections) of rail line 202 to improve operational performance and reduce journey time and improve the capacity between Reda and Wejherowo.
3. Build flyovers and grade separated crossings at intersections with road traffic.
4. Increase the capacities of interchanges and single track sections which branch off there.
5. Build an integrated system for traffic management and control, the ERTMS.
6. Develop just in time and door-to-door technologies for freight transport.
7. Designate a location for a dry port in Zajączkowo Tczewskie (Pomorskie) and locations for container terminals at the border crossing in Braniewo and Olsztyn in Warmińsko-Mazurskie.

[7] Proposals of the Trans-European Transport Network (TEN-T) Modifications In Poland. Ministry of Infrastructure, Warsaw 2010.


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8. Match the services offered to the demand (day time and night-time services) to ensure that they are competitive with road transport for passenger transport.
9. Ensure direct rail links or links where passengers can conveniently change between Szczecin, Gdańsk and Olsztyn and the major cities within the respective catchment area such as Berlin, Hamburg, Lübeck, Vilnius, Kaliningrad, Riga and Tallinn.
10. Match train times to those at major interchanges such as Szczecin, Gdynia, Gdańsk and Olsztyn by coordinating the timetables of different train operating companies.
11. Organise efficient road transport shuttles to the main integrated interchanges.
12. Make special arrangements for disabled passengers.

If improved, the rail link will become a more competitive mode of transport compared to motoring. As regards freight transport, improved infrastructure should be supported with activities designed to ensure punctuality and safety of transport.

The forecasted increase in transport demand on the rail lines in question will be generated by increased passenger and freight streams between Baltic Sea countries and the countries of Western Europe that will shift from the roads to rail.

Demand for rail transport is expected to grow as can be seen from the forecasts of Polish ports where Gdańsk alone[8] plans to double its cargo handling by 2030 (up to 60 million tonnes).

Table 2 shows a forecast of rail passenger and freight traffic until 2030 on the route Stargard Szczeciński – Koszalin – Słupsk – Gdańsk – Olsztyn – Ełk.

[8] Materials from the Forecast and Strategy Department, Port of Gdańsk Authority of 2007.


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**Table 2. Forecast of rail passenger and freight traffic until 2030**

| Line 202 Stargard Szczeciński – Koszalin – Słupsk – Gdańsk | | | | | |
|---|---|---|---|---|---|
| Description | 2005 | 2009 | 2013 | 2020 | 2030 |
| Passenger traffic | | | | | |
| Kilometres travelled [thou. train km] | 6 606 | 5 072 | 5 468 | 6 125 | 7 019 |
| Number of passengers [thousands] | 13 967 | 11 374 | 12 262 | 13 734 | 15 739 |
| Freight traffic | | | | | |
| Kilometres travelled [thou. train km] | 694 | 444 | 690 | 775 | 848 |
| Number of gross tonnes [thou.] | 2 887 | 2 452 | 3 935 | 4 420 | 4 834 |

| Variant 1 Iława – Olsztyn – Czerwonka – Korsze – Giżycko – Ełk | | | | | |
|---|---|---|---|---|---|
| Description | 2005 | 2009 | 2013 | 2020 | 2030 |
| Passenger traffic | | | | | |
| Kilometres travelled [thou. train km] | 1 550 | 1 726 | 1 696 | 1 976 | 2 365 |
| Number of passengers [thousands] | 4 266 | 4 750 | 4 666 | 5 439 | 6 508 |
| Freight traffic | | | | | |
| Kilometres travelled [thou. train km] | 690 | 396 | 464 | 619 | 764 |
| Number of gross tonnes [thou.] | 3 425 | 2 170 | 2 192 | 2 928 | 3 614 |

| Variant 2 Iława – Olsztyn – Czerwonka – Mrągowo – Ełk | | | | | |
|---|---|---|---|---|---|
| Description | 2005 | 2009 | 2013 | 2020 | 2030 |
| Passenger traffic | | | | | |
| Kilometres travelled [thou. train km] | 1 096 | 1 095 | 942 | 1 221 | 1 451 |
| Number of passengers [thousands] | 2 766 | 2 764 | 2 377 | 3 082 | 3 662 |
| Freight traffic | | | | | |
| Kilometres travelled [thou. train km] | 452 | 288 | 332 | 427 | 532 |
| Number of gross tonnes [thou.] | 2 183 | 1 538 | 1 500 | 1 928 | 2 405 |

| Variant 3 Elbląg – Bogaczewo – Olsztyn – Czerwonka – Korsze – Ełk | | | | | |
|---|---|---|---|---|---|
| Description | 2005 | 2009 | 2013 | 2020 | 2030 |
| Passenger traffic | | | | | |
| Kilometres travelled [thou. train km] | 1 574 | 1 693 | 1 691 | 1 984 | 2 373 |
| Number of passengers [thousands] | 4 450 | 4 786 | 4 781 | 5 609 | 6 711 |
| Freight traffic | | | | | |
| Kilometres travelled [thou. train km] | 490 | 242 | 278 | 406 | 505 |
| Number of gross tonnes [thou.] | 2 211 | 1 261 | 1 306 | 1 909 | 2 374 |

| Variant 4 Elbląg – Bogaczewo – Olsztyn – Czerwonka – Mrągowo – Ełk | | | | | |
|---|---|---|---|---|---|
| Description | 2005 | 2009 | 2013 | 2020 | 2030 |
| Passenger traffic | | | | | |
| Kilometres travelled [thou. train km] | 1 119 | 1 061 | 937 | 1 228 | 1 459 |
| Number of passengers [thousands] | 2 953 | 2 800 | 2 472 | 3 240 | 3 849 |
| Freight traffic | | | | | |
| Kilometres travelled [thou. train km] | 253 | 134 | 146 | 217 | 278 |
| Number of gross tonnes [thou.] | 970 | 629 | 613 | 909 | 1 165 |

Source: Own work based on data from PKP PLK S.A.


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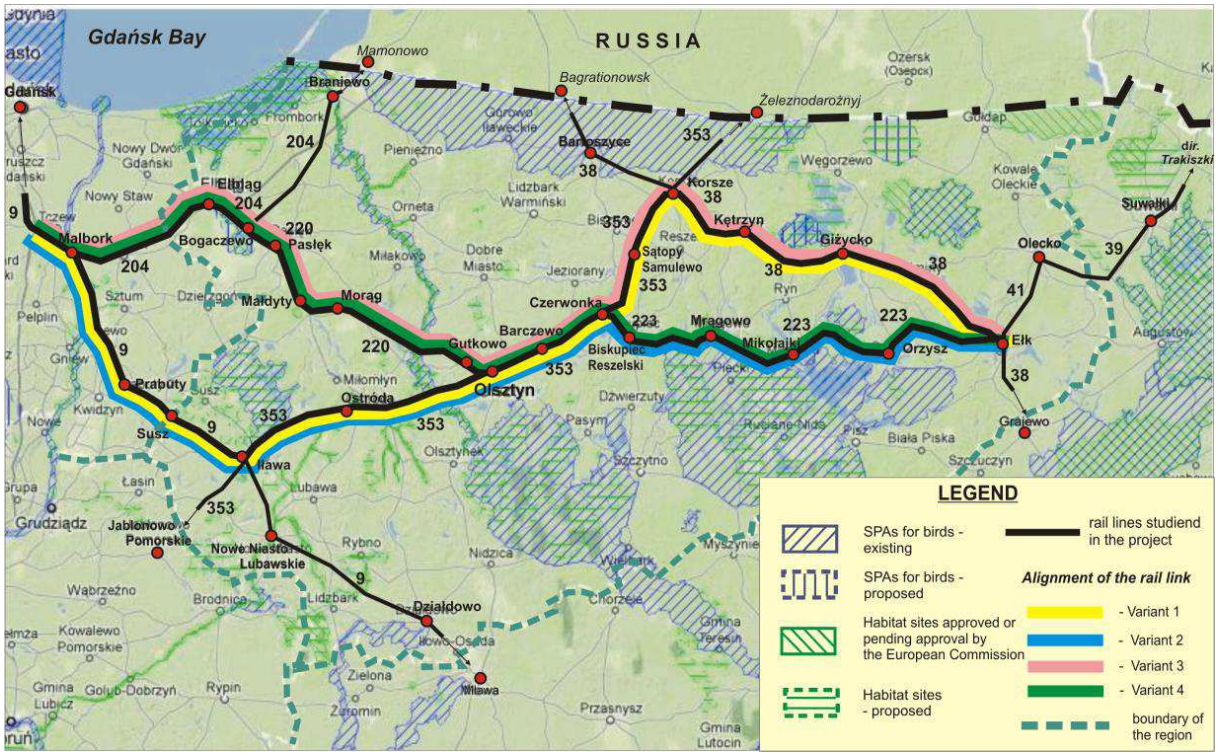
As you can see from the data in Table 2 the rail link between Szczecin and Gdańsk until 2030 (compared with 2009) is expected to increase passenger traffic by about 40% and freight traffic by about 100%. In the same period (from 2009 to 2030) the expected increase in Warmińsko-Mazurskie is the highest in variant 1 and 3 with passenger traffic up 40% and freight traffic rising from 60% to 80%. If these figures are to be achieved, rail transport must prepare a competitive offer and the rail link in question must be made part of TEN-T.

The best variant (see Fig. 3) of the rail link across Warmińsko-Mazurskie was selected on the basis of social and economic analyses, passenger and freight traffic analyses and an assessment of the condition and capacity of its rail infrastructure.

**Figure 3. Variants of the rail line alignment in Warmińsko-Mazurskie including Natura 2000 sites.**



Source: Own work based on Natura 2000 areas (http:// www.salamandra.sylaba.pl/Natuta 2000/mapa .html).

The following are the results of the analyses:

1. Variants 3 and 4 of the rail line offer better social and economic indicators compared to variants 1 and 2.
2. As regards the condition of rail infrastructure, kilometres travelled, number of trains, passengers and freight, variant 1, i.e. Iława – Olsztyn – Czerwonka – Korsze – Ełk is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better than variant 3, i.e. Elbląg – Bogaczewo – Olsztyn – Czerwonka – Korsze – Ełk. Variants 2 and 4 are next.

3. Variant 3 of the rail line offers better connections between the sea ports of Gdynia, Gdańsk and Elbląg with border crossings with the Kaliningrad Region via Skandawa and Braniewo – Mamonowo. As a result, this variant can significantly boost cross-border development.
4. Variant 4 of the rail line between Elbląg, Bogaczewo, Olsztyn, Czerwonka and Ełk runs centrally across Warmińsko-Mazurskie and as such should be treated as a regional transport corridor offering links within the region and neighbouring regions as well (Podlaskie region with Pomorskie).
5. Variants 1 and 3 are less affected by Natura 2000 sites than variants 2 and 4.
6. As regards forecasts of passenger and freight traffic until 2030 in Warmińsko-Mazurskie, variant 1 prevails, i.e. Iława – Olsztyn – Czerwonka – Korsze – Ełk, but because of Elbląg's economic potential variant 3 is also significant, i.e. Elbląg – Bogaczewo – Olsztyn – Czerwonka – Korsze – Ełk. As a result, these routes are the recommended alignment of the future TEN-T line in Warmińsko-Mazurskie.

The transport corridor in Warmińsko-Mazurskie would also benefit from a proposal made by the Ministry of Infrastructure in 2010 regarding the TEN-T in Poland which is to build a new rail link between Bogaczewo and Olsztyn and a rail corridor in the north Szczecin – Koszalin – Słupsk – Gdańsk – Elbląg – Olsztyn. The corridor would link into the rail line Inowrocław – Iława – Olsztyn – Korsze – Ełk. (see Fig.4).


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**Figure 4. Recommended alignment of the TEN-T**


Source: Own work.

## 3. Conclusions and Recommendations

### Conclusions

1. The project to build a new rail corridor in North Poland to form part of the trans-European transport network TEN-T between Szczecin, Koszalin, Słupsk, Gdańsk, Olsztyn and Ełk is consistent with the European Union's cohesion policy.
2. If included in the TEN-T trans-European network, the Szczecin – Koszalin – Słupsk – Gdańsk – Olsztyn – Ełk rail link is expected to:


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- improve the condition of the region's rail infrastructure,
- improve the territorial cohesion of South Baltic countries,
- boost the competitiveness of Polish sea ports and the cities in North Poland, in particular Szczecin, Kołobrzeg, Koszalin, Słupsk, Gdynia, Gdańsk, Elbląg, Olsztyn and Ełk,
- improve transport accessibility to the regions in North Poland and foster their economic growth.

3. The rail link between Szczecin, Koszalin, Słupsk, Gdańsk, Olsztyn and Ełk will meet the selection TEN-T criteria because it will:

- link the conurbations of Gdańsk and Szczecin and the cities it goes through with the main centres in the European Union. The rail link offers the shortest route between the cities on the coast and ports of Germany and Poland with the Kaliningrad Region of the Russian Federation and Baltic Sea countries: Lithuania, Latvia and Estonia,
- increase the European Union's internal integration of the transport network. The rail link in question will help to link international rail trunk lines cutting across Poland:
  - E 59 rail line between Świnoujście, Szczecin, Poznań, Wrocław and Chałupki, a fragment of the international transport route between Malmö and Ystad to Vienna and line C-E 59 which is an element of the transport route going from Malmö – Ystad to Ostrava,
  - E 65 transport route Gdynia – Gdańsk – Warszawa – Katowice – Zebrzydowice and line C-E 65 Tczew – Bydgoszcz – Inowrocław – Tarnowskie Góry – Pszczyna,
  - E 75 rail line Warszawa – Białystok – Sokółka – Suwałki – state border which is part of the I Rail Baltica corridor, axis of TEN-T Warszawa – Kaunas – Riga – Tallinn – Helsinki with a branch IA Riga – Kaliningrad – Gdańsk,
- improve transport accessibility to the peripheral regions of North Poland versus the regional centres of the European Union[9]. A modern rail line will reduce journey time to those cities, improve access to jobs and education, increase the region's economic activity and boost tourism,
- increase the efficiency of east-west freight traffic across Poland. If significantly improved, the new technical parameters of the rail line will help to reduce transit travel time and cost,
- boost the development of intermodal transport, for example by building transhipment terminals on the border with the Russian Federation and the planned dry port in Warmińsko-Mazurskie,
- help to introduce consistent standards of rail traffic and interoperability. This will increase capacities, improve traffic flow and bridge the gap between Poland's rail infrastructure and that in Western Europe,
- help to separate freight and passenger traffic thus eliminating bottlenecks at train stations and single track sections of line 202 especially in the Tri-City metropolitan area and those on the single track line 220,

[9] Territorial Dynamics in Europe, Trends In Accessibility, ESPON, Luxemburg 2009.


Project part-financed by the European Union
(European Regional Development Fund)
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- increase the efficiency of rail connections going into sea ports and rail border crossings at Braniewo, Skandawa and Trakiszki border station.

**Recommendations**

| No. | Recommendation | Implementing Body |
|---|---|---|
| 1. | Pursue active policies in the international arena lobbying for the inclusion of the Szczecin – Koszalin – Słupsk – Tri-City – Olsztyn – Ełk rail link into the TEN-T network | Ministry of Infrastructure<br>Self-government bodies |
| 2. | Improve the technical condition of the rail link in question and rail lines connecting into ports and border crossings | PKP Polskie Linie Kolejowe S.A. |
| 3. | Allocate sufficient funding in the state budget for the maintenance and modernisation of rail infrastructure | Ministry of Infrastructure<br>Ministry of Finance |
| 4. | Take up action to ensure equal conditions of access to rail and road infrastructure | Rail Transport Regulator |
| 5. | Increase spending on modern transport technologies, including intermodal transport and transhipment terminals. | Rail operating companies: including PKP Cargo S.A. |
| 6. | Improve the quality of passenger services, including more and faster train services on domestic and international routes | Rail operating companies:<br>PKP Intercity S.A<br>Przewozy Regionalne Sp. z o.o. |
| 7. | Ensure financial support for the implementation of rail transport projects and the development of regional rail networks | Regional self-governments in Pomorskie, Warmińsko-Mazurskie and Zachodniopomorskie |
| 8. | Ensure that integrated transport interchanges (car parks) are extended especially in Szczecin, Koszalin, Słupsk, Gdynia, Gdańsk, Elbląg, Olsztyn, Ełk and other poviat capitals situated on the rail line in question | PKP S.A.<br>Self-government bodies |
| 9. | Ensure that local train stations and stops are regenerated | PKP S.A.<br>Self-government bodies |