




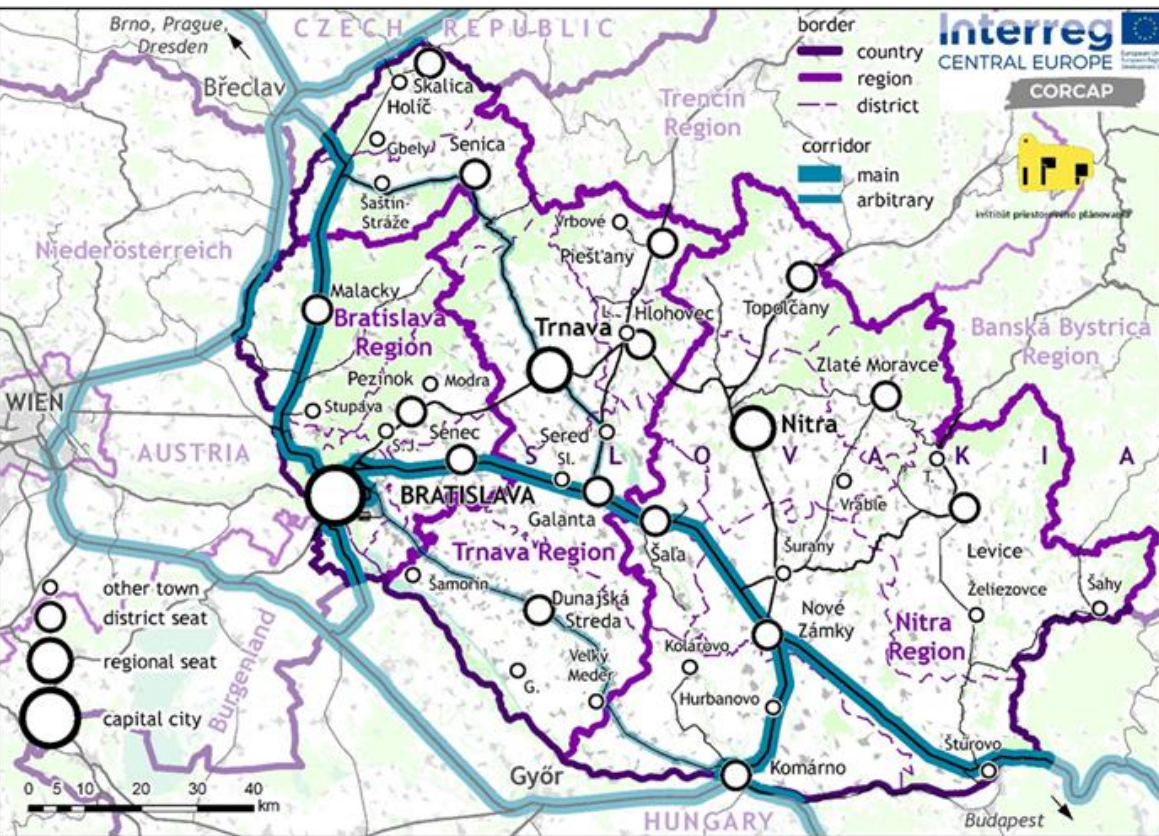
TAKING
COOPERATION
FORWARD

 Digital final conference | 9-10 March 2022

 **Corridor Capitalisation Plan for South-western Slovakia region**

 Ing.arch. Július Hanus, PhD. | expert | IPP

CORCAP TERRITORY ADDRESSED IN SLOVAKIA



The Region of Southwestern Slovakia

3 NUTS3 regions, namely:

- Bratislava self-governing region (BSK) - associated project partner
- Trnava self-governing region (TTSK)
- Nitra self-governing region (NSK) - associated project partner

INTERVENTION LOGIC OF CORRIDOR CAPITALISATION PLAN - OBJECTIVES

Long-term Goal:

Contribute to ensuring the sustainability of a sufficient quality of the residential environment by supporting appropriate modes of freight transport

Specific objective:

By 2050, increase the share of rail freight to min. 50%

Long term objectives:

1. increase the functionality of the freight corridor by improving coordination between transport and spatial planning
2. ensure an efficient corridor development process



INTERVENTION LOGIC OF CORRIDOR CAPITALISATION PLAN - OBJECTIVES 2

Objective 1: increase the functionality of the freight corridor by improving coordination between transport and spatial planning

- Objective 1.1: Increase transport capacity for reasonably fast, efficient and sustainable rail freight transit
- Objective 1.2: Improve the conditions for the operation of the network of logistics centers and their services

Objective 2: ensure an efficient corridor development process

- Objective 2.1: Identify specific tasks for the development of the corridor while respecting the sustainable quality of the residential environment
- Objective 2.2: Create an effective organizational structure for the multi-level coordination of the corridor development on a partnership basis



INTERVENTION LOGIC OF CORRIDOR CAPITALISATION PLAN - THE RESULTS

1. The concept of a modernized railway network
2. The concept of a network of intermodal transhipments (IHUB) with regard to the development of a network of logistics centers
3. Ensuring planning and project preparation for connecting the network of logistics centers to the rail freight system in a sustainable way
4. Processing of the Monitoring and Information System - Territorial Technical Data for Continuous Monitoring of the KPK Implementation Process
5. Establishment of a Coordination Platform of several central, regional and local authorities, mainly in the sectors of transport, spatial planning, economic development as well as content-related business associations and chambers of commerce.



INTERVENTION LOGIC OF CORRIDOR CAPITALISATION PLAN - **THE ACTIVITIES**

Priority axes 1: Ensuring better functioning of the transport corridor

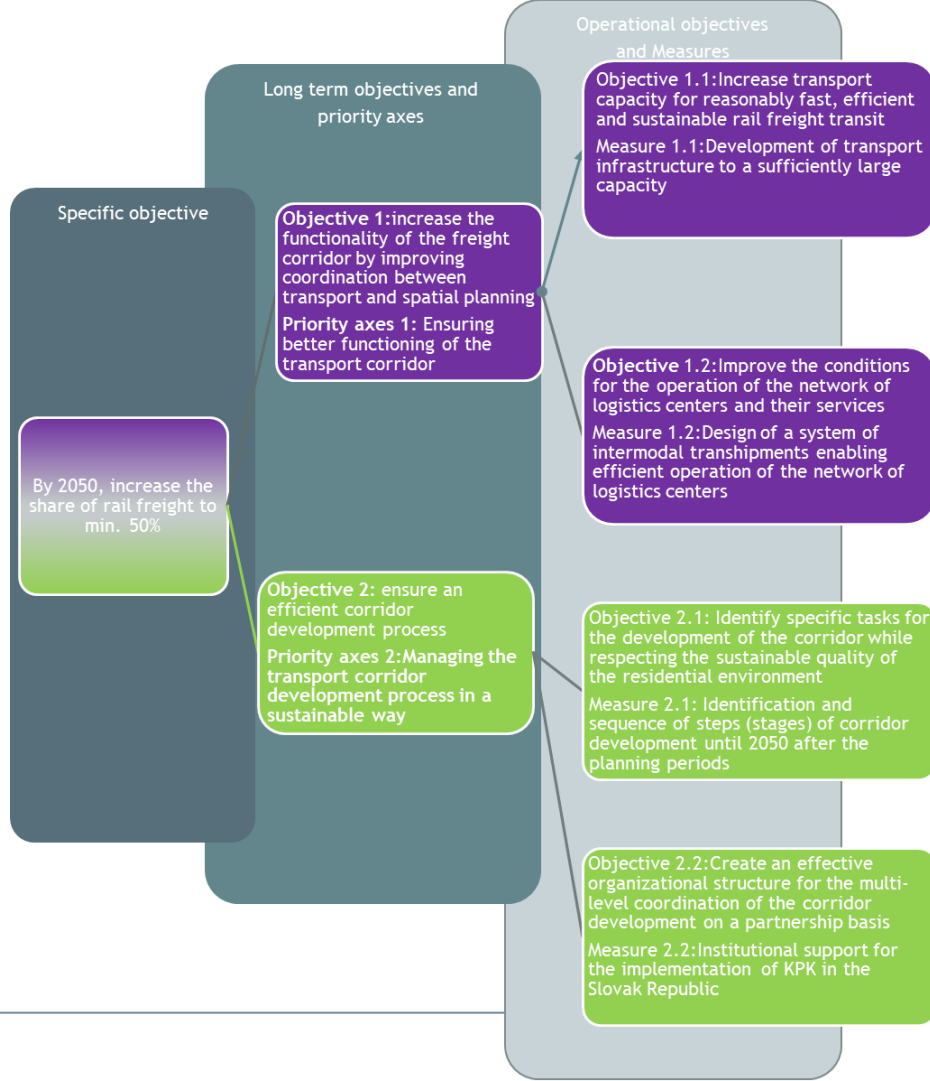
- Measure 1.1: Development of transport infrastructure to a sufficiently large capacity
- Measure 1.2: Design of a system of intermodal transshipments enabling efficient operation of the network of logistics centers

Priority axes 2: Managing the transport corridor development process in a sustainable way

- Measure 2.1: Identification and sequence of steps (stages) of corridor development until 2050 after the planning periods
- Measure 2.2: Institutional support for the implementation of KPK in the Slovak Republic



OBJECTIVES, PRIORITY AXES AND MEASURES TREE



MEASURE 1.1: DEVELOPMENT OF TRANSPORT INFRASTRUCTURE TO A SUFFICIENTLY LARGE CAPACITY

Expected result: Modernized and completed railway network

Financial need: € 4 250 000 000

Activities / projects: transport projects according to variants - reconstruction, modernization and construction of railway lines according to variants- preparatory and project work

Holders: Ministry, Regions of Southwest Slovakia (BSK, TTSK and NSK), Railways of the Slovak Republic, eligible municipalities

Sources of funding: public (EU, state, region) and private partnership-based sources?

Key projects - transport projects by variants:

- construction of the Bratislava - Lamač railway tunnel - (Bratislava) - Vinohrady
- investment (reconstruction and modernization) reinforced radially guided railway lines in the direction of the Bratislava railway junction
- capacity building (reconstruction and modernization) of line 128 (116), its double-tracking in the section Kúty - Senica to r. 2030, in the section Senica - Sered' to r. 2050 as an alternative route for rail freight
- construction of a high-speed line (No. with Hungary - Bratislava - Kúty - No. with the Czech Republic)
- construction of a wide-gauge line (Haniska - Šahy - Nové Zámky - Bratislava - district with Austria)

TANGENCIÁLNO-RADIÁLNY VARIANT

2070

- nová trať
- broad-gauge line

2050

- elektrifikácia
- nová trať:
 - dvojkoľajná trať
 - jednokoľajná trať
- pridanie koľaje
- tunel
- modernizácia
- high-speed railway:
 - hlavná trasa
 - alternatívne trasy
- hranica kraja
- hranica štátu

2030

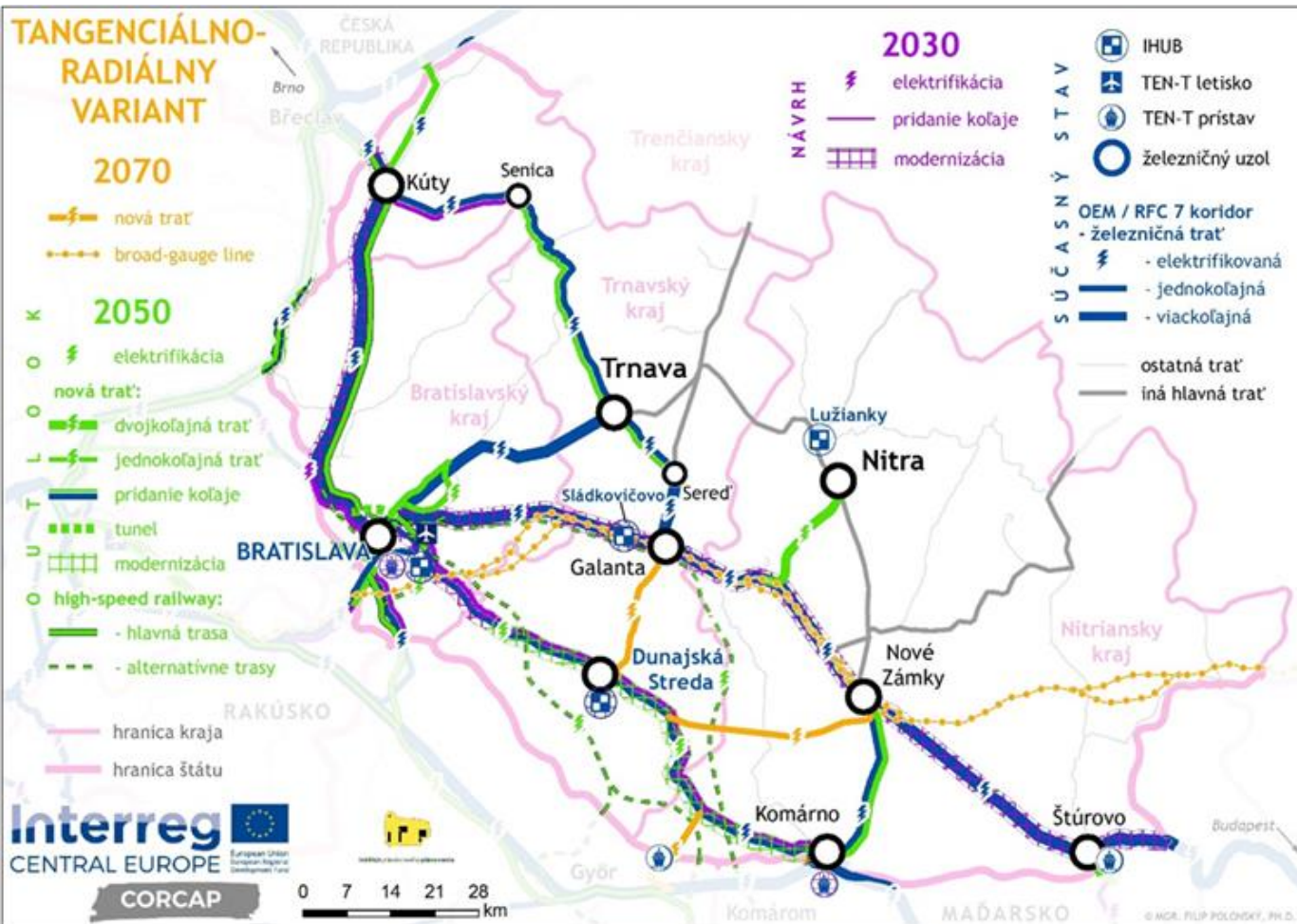
- elektrifikácia
- pridanie koľaje
- modernizácia

NÁVRH

- IHUB
- TEN-T letisko
- TEN-T prístav
- železničný uzol

SÚČASNÝ STAV

- OEM / RFC 7 koridor - železničná trať
 - elektrifikovaná
 - jednokoľajná
 - viackoľajná
- ostatná trať
- iná hlavná trať



ESTIMATE COSTS OF RAIL LINES AT CURRENT PRICES

CORCAP

Structure of corcap project implementation		projects	price of KPK project works in million€ (7% of the total price)	total cost of KPK works in million€	planning periods of the EU					
					2021-2028	2029-2035	2036-2042	2043-2050		
CORCAP territorial preparation		expert planning activities at the state, counties and municipalities levels		2						
		performance of corcap implementation agency		43						
Key activities	Tangencial variant	reconstruction of lines ZSR 116, Kúty - Trnava	58,66	838						
		reconstruction of lines ZSR 133 Trnava - Sereď - Galanta - Leopoldov	15,05	215						
		reconstruction of lines ZSR , 135 Nové Zámky-Komárno-Komárom	23,45	335						
		construction of IHUBs, gradual implementation	3,5	50						
	Radial variant	reconstruction of lines ZSR 110 Bratislava - Kúty	0	598						
		reconstruction of lines ZSR 120, Bratislava - Trnava	20,16	288						
		reconstruction of lines ZSR -130, Bratislava - Galanta Štúrovo	23,59	337						
		Construction of the new line Trnovec n.V. - Nitra	44,31	633						
		Tunnel of the Karpaty	20,23	289						
		construction of IHUBs, gradual implementation	3,5	50						
		reconstruction of lines ZSR 131 Bratislava -Komárno	41,16	588						
		construction of IHUBs, gradual implementation	3,5	50						
	Radial-Tangencial variant	Construction of the new line GA -DS -Gyor (H)	31,5	450						
		Construction of the new line Košice - Nové zámky - Bratislava	78,4	1120						
	wide-gauge track (WGT)	Construction of the new line Košice - Nové zámky - Bratislava	78,4	1120						
		total price	367,01	5841						
	legenda	price without UP, PHSR and EIA including IHUBs and WGT	367,01	5841	107,66	227,85	31,5	0	367,01	project work
	preparation	price without IHUBs a bez WGT	356,51	5691	598	979,29	3338,7	418,5	5334,49	Implementation of railways
	implementation	price without WGT	288,61	4721		139,5	0	0	139,5	implementation of IHUBs
	operation	Total price	367,01	5886					5841	together

MEASURE 1.2: DESIGN OF A SYSTEM OF INTERMODAL TRANSHIPMENTS ENABLING EFFICIENT OPERATION OF THE NETWORK OF LOGISTICS CENTERS

Expected result: Established network of intermodal transhipments (IHUB)

Financial requirement: €
140,000,000

Activities / projects: transport projects according to variants establishment of intermodal transhipments of international, national, regional and local significance

Stakeholders: MDV SR, regions of Southwest Slovakia (BSK, TTSK and NSK), ŽSR, eligible municipalities

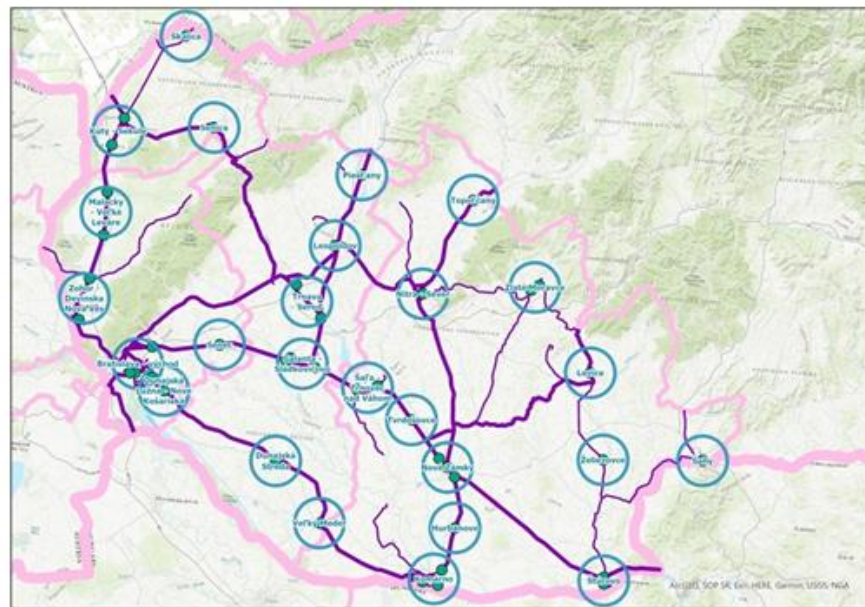
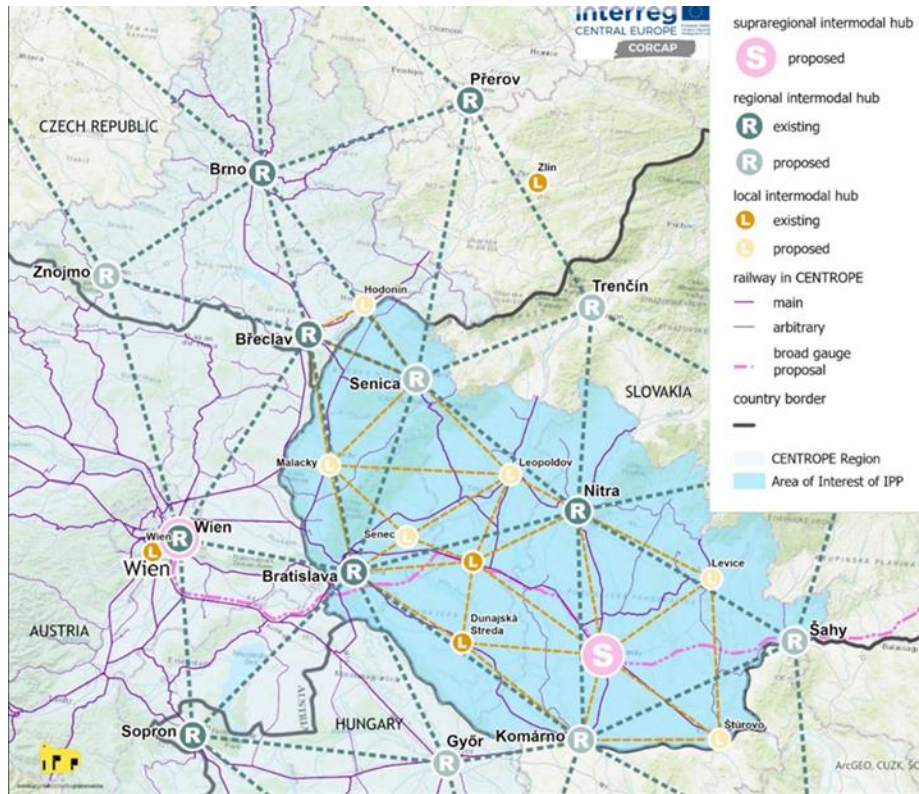
Sources of funding: public (EU, state, region) and private sources on a partnership basis

Key projects - transport projects according to variants:

- establishment of an intermodal transhipment point in the Bratislava region (IHUB Senec, IHUB Dunajská Lužná), Trnava region (IHUB Senica, IHUB Trnava - Sered' / IHUB Sládkovičovo - Galanta) and Nitra region (IHUB Nitra, IHUB Komárno)



IHUBS IN SOUTH EASTERN SLOVAKIA REGION



ESTIMATE COSTS OF IHUBS LINES AT CURRENT PRICES

		Spatial plans (UP)	Regional Policy programs (PHSR)	EIA
territorial unit				
The Slovak Republic (SR)		200000	120000	30000
Bratislava Selfgoverning Region (bsk)		200000	120000	30000
Trnava Selfgoverning Region (tsk)		200000	120000	30000
Nitra Selfgoverning Region (nsk)		200000	120000	30000
price of work for UP, PHSR and EIA		800000	480000	120000
total price of work for the SR and regions				1400000

P.No.	Region	Por. číslo v kraji	Name of Intermodal Hub (IHUB)	The price of work for UP	IHUB weight coefficient	Cost of phsr work	Cost of work for EIA	price of project work for IHUBs	prices of individual phases of the project						of implementation work	Total cost of work on IHUB
									12%	17%	30%	29%	12%			
1	bsk	1	Bratislava – východ	45 000,00	0,11	22 500,00	6 750,00	113 855,42	13 662,65	19 355,42	34 156,63	33 018,07	13 662,65	16 151 204,82	16 265 060,24	
2		2	Dumačká (užná (Nové Kojanská))	15 000,00	0,04	7 500,00	2 250,00	37 951,81	4 554,22	6 451,81	11 385,54	11 006,02	4 554,22	5 383 734,94	5 421 686,75	
3		3	Malacky - Veľké Leváre	20 000,00	0,05	10 000,00	3 000,00	50 602,41	6 072,29	8 602,41	15 180,72	14 674,70	6 072,29	7 178 313,25	7 228 915,66	
4		4	Senec	15 000,00	0,04	7 500,00	2 250,00	37 951,81	4 554,22	6 451,81	11 385,54	11 006,02	4 554,22	5 383 734,94	5 421 686,75	
5		5	Zahor - Devínska Nová Ves	20 000,00	0,05	10 000,00	3 000,00	50 602,41	6 072,29	8 602,41	15 180,72	14 674,70	6 072,29	7 178 313,25	7 228 915,66	
6	tsk	1	Dumačká Streda (IHUB)	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	
7		2	Galanta - Sládkovičovo	20 000,00	0,05	10 000,00	3 000,00	50 602,41	6 072,29	8 602,41	15 180,72	14 674,70	6 072,29	7 178 313,25	7 228 915,66	
8		3	Kúty - Sekule	15 000,00	0,04	7 500,00	2 250,00	37 951,81	4 554,22	6 451,81	11 385,54	11 006,02	4 554,22	5 383 734,94	5 421 686,75	
9		4	Leopoldov	15 000,00	0,04	7 500,00	2 250,00	37 951,81	4 554,22	6 451,81	11 385,54	11 006,02	4 554,22	5 383 734,94	5 421 686,75	
10		5	Pešany	10 000,00	0,02	5 000,00	1 500,00	25 301,20	3 036,14	4 301,20	7 590,36	7 337,35	3 036,14	3 589 156,63	3 614 457,83	
11		6	Senica	20 000,00	0,05	10 000,00	3 000,00	50 602,41	6 072,29	8 602,41	15 180,72	14 674,70	6 072,29	7 178 313,25	7 228 915,66	
12		7	Šalca	10 000,00	0,02	5 000,00	1 500,00	25 301,20	3 036,14	4 301,20	7 590,36	7 337,35	3 036,14	3 589 156,63	3 614 457,83	
13		8	Trnava - Sereď	20 000,00	0,05	10 000,00	3 000,00	50 602,41	6 072,29	8 602,41	15 180,72	14 674,70	6 072,29	7 178 313,25	7 228 915,66	
14		9	Valčky Mäster	10 000,00	0,02	5 000,00	1 500,00	25 301,20	3 036,14	4 301,20	7 590,36	7 337,35	3 036,14	3 589 156,63	3 614 457,83	
15		10	Hurbanovo	10 000,00	0,02	5 000,00	1 500,00	25 301,20	3 036,14	4 301,20	7 590,36	7 337,35	3 036,14	3 589 156,63	3 614 457,83	
16	nsk	1	Komárno	20 000,00	0,05	10 000,00	3 000,00	50 602,41	6 072,29	8 602,41	15 180,72	14 674,70	6 072,29	7 178 313,25	7 228 915,66	
17		2	Trávnice	15 000,00	0,04	7 500,00	2 250,00	37 951,81	4 554,22	6 451,81	11 385,54	11 006,02	4 554,22	5 383 734,94	5 421 686,75	
18		3A	Nové Zámky - terminál ŠRT	20 000,00	0,05	10 000,00	3 000,00	50 602,41	6 072,29	8 602,41	15 180,72	14 674,70	6 072,29	7 178 313,25	7 228 915,66	
19		3B	Nové Zámky (bez ŠRT)	20 000,00	0,05	10 000,00	3 000,00	50 602,41	6 072,29	8 602,41	15 180,72	14 674,70	6 072,29	7 178 313,25	7 228 915,66	
20		4	Nitra-sever (TIP Lužianky)	15 000,00	0,04	7 500,00	2 250,00	37 951,81	4 554,22	6 451,81	11 385,54	11 006,02	4 554,22	5 383 734,94	5 421 686,75	
21		5	Sáfa - Trnovec nad Váhom	20 000,00	0,05	10 000,00	3 000,00	50 602,41	6 072,29	8 602,41	15 180,72	14 674,70	6 072,29	7 178 313,25	7 228 915,66	
22		6	Sáhy	10 000,00	0,02	5 000,00	1 500,00	25 301,20	3 036,14	4 301,20	7 590,36	7 337,35	3 036,14	3 589 156,63	3 614 457,83	
23		7	Štúrovo	10 000,00	0,02	5 000,00	1 500,00	25 301,20	3 036,14	4 301,20	7 590,36	7 337,35	3 036,14	3 589 156,63	3 614 457,83	
24		8	Topoľčany	10 000,00	0,02	5 000,00	1 500,00	25 301,20	3 036,14	4 301,20	7 590,36	7 337,35	3 036,14	3 589 156,63	3 614 457,83	
25		9	Turčiansky Svätý Jur	10 000,00	0,02	5 000,00	1 500,00	25 301,20	3 036,14	4 301,20	7 590,36	7 337,35	3 036,14	3 589 156,63	3 614 457,83	
26	10	Zeliezovce	10 000,00	0,02	5 000,00	1 500,00	25 301,20	3 036,14	4 301,20	7 590,36	7 337,35	3 036,14	3 589 156,63	3 614 457,83		
27	tsk	11	Zlaté Moravce	10 000,00	0,02	5 000,00	1 500,00	25 301,20	3 036,14	4 301,20	7 590,36	7 337,35	3 036,14	3 589 156,63	3 614 457,83	
together for the municipalities				415000	1	150 000,00	45 000,00	1050000						1 889 000,00	1 500 000,00	
price of works for UP - PHSR and EIA for municipalities															610 000,00	
price of works for regions and municipalities															2 010 000,00	



MEASURE 2.1: IDENTIFICATION AND SEQUENCE OF STEPS (STAGES) OF CORRIDOR DEVELOPMENT UNTIL 2050 AFTER THE PLANNING PERIODS

Expected result: Spatial plans, Program documents, Project documentation for zoning decision, Project documentation for Building permit, implementation and Documentation of actual execution, EIA documentation, Monitoring and information systems, Spatial technical documents

Financial need: € 450,000,000

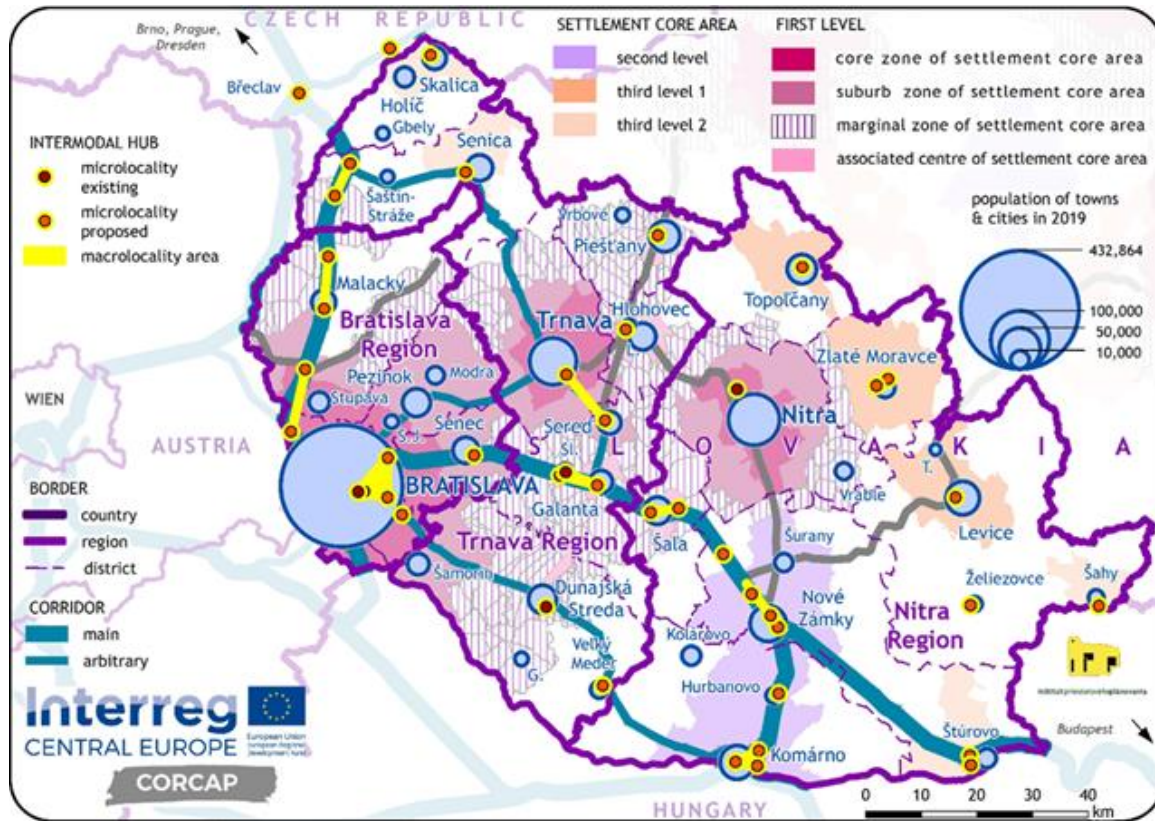
Activities / projects: transport projects according to variants Project work Building monitoring and information systems

Holders: MDSK, regions of Southwest Slovakia (BSK, TTSK and NSK), Railways of the Slovak Republic, eligible municipalities

Sources of funding: public (EU, state, region) and private sources on a partnership basis

Key projects: transport projects according to variants (separately for BSK, TTSK and NSK) IHUB of international, national, regional and local importance





SLOVAKIA SPATIAL DEVELOPMENT CONCEPT (KURS) AND RAILWAYS AND IHUBS THAT NEED TO BE PREPARED



MEASURE 2.2: INSTITUTIONAL SUPPORT FOR THE IMPLEMENTATION OF KPK IN THE TERRITORY OF THE SLOVAK REPUBLIC

Expected result: Technical Secretariat, Information System, Steering Committee, Coordination Platform + WEB Portal

Financial requirement: € 45,000,000

Activities / projects: transport projects according to variants (separately for BSK, TTSK and NSK) Logistics support (seminars, meetings, planning and decision-making activities) Publicity, Institutional support

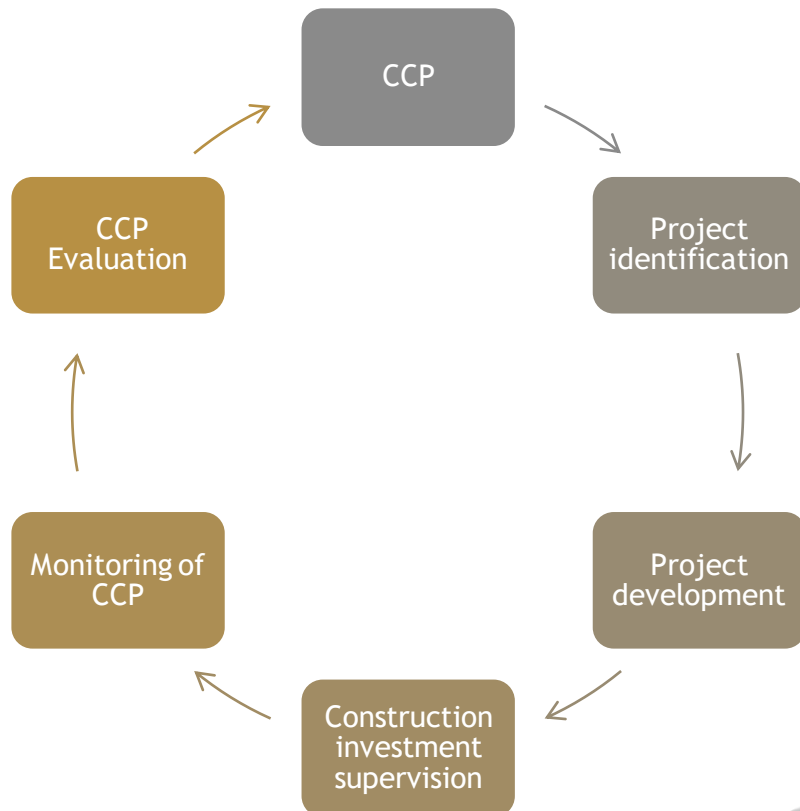
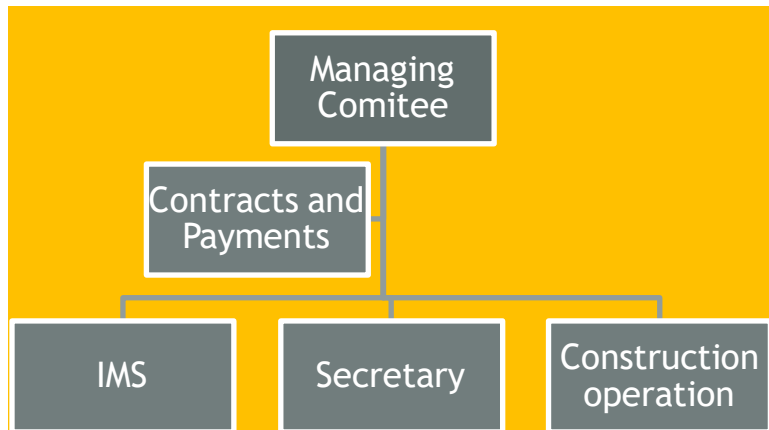
Stakeholders (key partners): MDSK, regions of Southwest Slovakia (BSK, TTSK and NSK), Railways of the Slovak Republic, eligible municipalities

Sources of funding: public (EU, state, region) and private sources on a partnership basis

Key projects: transport projects by variants Creation, operation and maintenance of monitoring and information system + WEB portal Annual conferences



STRUCTURE AND TASKS OF CCP AGENCY



LOGICAL FRAMEWORK OF THE CCP

	Intervention logic	Indicators	Means of control	Risks and assumptions
Long-term goal	Ensure sufficient quality of the settlement environment	Indicators of the quality of the settlement environment	Urban statistics	
Specific objective	Complement and modernize railway infrastructure in south-western Slovakia so that at least 50% of the freight go by rail	Total freight transport, % of freight transport by rail	Transport statistics	Integrate the railway infrastructure created into settlement structures through the completion of civil, production and technical infrastructure facilities
Results	Modernized rail network, Completed network of multimodal IHUBs, Integrated network of logistics centers	Related Indicators of Rail-Transport Statistics	Rail transport statistics	Ensure legislative conditions for the preference for the use of rail freight by carriers
Activities	Provide project preparation and resources for construction Carrying out construction Monitor the achievement of document objectives Evaluate the achievement of the objectives and respond flexibly to the development of the quality of the settlement environment	Professional legislation of the construction process and its monitoring and evaluation (laws, standards and statistics Checking the effectiveness of spending Monitoring the acceptance of the implementation of the program by civil society	Spatial planning statistics Research and development work	Establish institutional support for the implementation of planning documents and programs Political support at all levels of corporate governance Completion of the transport network for the integration of logistics centers
Before starting the program				Ensure the necessary legislative, financial and institutional support for the implementation of the program



RESULTS AND RECOMMENDATIONS

Transnational level	National level	Regional level
<p>We recommend adopting legislation at EU level that will favour, in particular, long-distance rail freight transport over road freight.</p>	<p>Incorporate the results of the project and its further development into the KURS, as well as into national documents in the field of regional policy, transport, legislation, national economic development and financial policy.</p>	<p>To elaborate territorial and technical documents mapping related quality factors of the settlement environment in order to create the necessary data base to ensure subsequent project work.</p>
<p>We propose to carry out transit of freight rail transport OEM mainly through the bypass of Bratislava in the route border of the Czech Republic - Kutý - Senica - Trnava - Nové Zámky - Komárno/Štúrovo - border with Hungary.</p>	<p>We recommend adopting legislation at the level of the Slovak Republic that will favour rail freight transport over road transport in order to achieve at least 50% share of rail freight transport.</p>	<p>Incorporate project results into regional planning documents in the areas of spatial planning, regional policy and transport.</p>
<p>In the cross-border sites Breclav - Kúty, surroundings of Bratislava, Komárno and Štúrovo make adjustments to railway lines and facilities that make cross-border freight transport more efficient.</p>	<p>Pay particular attention to the analysis of the possible impact of the project of extension of the wide-gauge line from Košice south of Slovakia to Austria on the economic and social development of the affected regions along the entire length of the line.</p>	<p>Within the regions of the SW Slovakia to develop a system of multimodal transshipment points and falling logistics centers, in particular by upgrading existing railway lines and stations.</p>
<p>Ensuring high-quality railway infrastructure on the territory of Bratislava creating an effective connection to important centres of settlement of European and national importance Brno, Budapest, Győr and Vienna (also HSR).</p>		



FOLLOW-UP

2022: Establishment of a working group to support efficient and environmentally friendly freight transport and logistics in the Slovak Republic and creation of information support (so far IPP).

2023: Update of national and regional planning documents (Amendments No. 2 Spatial plan of Bratislava Region, The new spatial plan of Nitra region, update of KURS) and update of local planning documents.

2023: Complete TEN-T network review (OEM \Rightarrow Rhine - Danube) + support for the development of other corridors (including RFC).

2024+: Implementation of legislative changes to promote efficient and environmentally friendly freight transport.

2024+: Ensuring the implementation of the HSR to the Bratislava Railway Junction (study).

By **2030**, focus on the Preparatory Stage (Variant 1) of the "Tangential-Radial" variant.

By **2040**, focus on the comprehensive construction of the Tangential Variant (2. passing through the Little Carpathians).

By **2050**, focus on the comprehensive completion of the Radial Variant, including the construction of a new "Carpathian" tunnel in the Bratislava area.

By **2070**, complete the Tangential-Radial variant, including the Broad-gauge line.



THANK YOU FOR YOUR ATTENTION!



Július Hanus & Ľubomír Macák
Institute of Spatial Planning / Inštitút priestorového plánovania



www.interreg-central.eu/corcap
<https://ipp-oz.sk/corcap/>



ipp@ipp-oz.sk



+421 905 277 485

