

# TEMPLATE

## Output factsheet: Strategies and action plans

Version 1

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Lead partner	North Adriatic Sea Port Authority
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Responsible partner (PP name and number)	Szczecin and Świnoujście Seaports Authority (PP11)
Project website	<a href="https://www.interreg-central.eu/Content.Node/TalkNET.html">https://www.interreg-central.eu/Content.Node/TalkNET.html</a>
Delivery date	May 2020
Summary description of the strategy/action plan (developed and/or implemented)	

In line with the flagship initiative "A Resource Efficient Europe" established under the Europe 2020 Strategy, the overarching goal of European transport policy is to help create a system that offers high quality mobility services with sustainable use of resources. In practice, this means that transport must consume less energy, use green energy and make better use of modern infrastructure.

Having in mind the ever growing volumes of freight flowing to/from Szczecin-Świnoujście multimodal node consisting of the closely situated and aptly connected with the use of road, rail and inland waterways means of transport towns of Szczecin and Świnoujście with their the two city transport systems, two sea ports, one airport and a number of industry activities situated within the town area, port areas, and in their close vicinity, it is required to develop an apt transportation system utilizing best solutions in terms of effectiveness, reliability, energy and environmental efficiency.

The action plans elaborated by Szczecin and Świnoujście Seaports Authority SA in cooperation from Westpomerania Region aim at the improvement of the efficiency of Szczecin and Świnoujście multimodal node and its transport connections as well as at the implementation of environmentally friendly solutions in freight transport of that multimodal node and its transport connections. After the initial analysis phase carried out to detect needs and challenges of the node, the action plans will tackle problems and needs adopting specific measures to answer the challenges.

Transport operations, in general, have an impact on air quality and greenhouse gas emissions. Each means of transport has its own emission parameters. For example, for the same amount of goods being transported, maritime transport produces three times less CO<sub>2</sub> than the train and ten times less than the truck. The sustainable development of transportation chains is aimed at minimizing the environmental burden of transport operations, with benefits to both nature and society, by effective structuring of transportation operations inter alia by introduction of environment friendly solutions in fields of transport organization, energy sources and consumption, innovative IT solutions.

One of the key spheres in this respect is the modal shift from road to rail and inland waterways. This is important from the nodal point of view where road transport poses the biggest problems in terms of congestion and environmental/social burden.

The development of intermodal transport in the Szczecin-Świnoujście region is an important part of the region's development.

The actions to be taken in order to tackle the weaknesses and threats and most importantly utilize the strengths and opportunities of the Szczecin-Świnoujście multimodal node with the result to improve its efficiency of the multimodal node have been grouped in four categories:

- Organizational and legal tasks
- Educational and promotional tasks

- Infrastructural tasks
- R&D tasks

‘Same time, actors responsible for the implementation of activities leading to realisation of the tasks have been named. Based on the collected materials from the conducted research, the level of involvement of particular actors and their participation in actions/tasks planned to be undertaken in order to achieve the assumed results have been described.

#### NUTS region(s) concerned by the strategy/action plan (relevant NUTS level)

NUTS 2 -The Westpomeranian Region (PL)/ Szczecin and Świnoujście Seaports Authority (PL)

The Westpomeranian Region fosters transit transport, considering its border-zone location, at the junction of international north-south routes (from Scandinavia to Southern Europe) and east-west routes (from Western Europe to Baltic countries, and farther to Asia). The principal transport structure in the region is formed by roads and infrastructure covered by international agreements and initiatives, which are of major importance to international transport.

The West Pomerania is one of the most accessible Polish regions as regards European locations, given the Polish-German border, and access to the Western European network of motorways and railway routes. The shortest Polish ferry connection across the Baltic Sea also offers the best access to Scandinavia. It is also worth noting that the Szczecin and Świnoujście seaports are forming part of the Trans-European Transport Network (Baltic-Adriatic Corridor and the North Sea - Baltic Corridor).

The Szczecin, Świnoujście and Police seaports have mainly developed their transport, distribution and logistics functions, and in terms of transshipment volumes, they are among the leading seaports in Poland.

### Expected impact and benefits of the strategy/action plan for the concerned territories and target groups

The realisation of the planned activities and tasks will lead to creation of the multimodal transport node which performs its function in reliable and effective as well as the most efficient, energy wise and environment wise, way.

The introduction, within the transportation chains leading to/from the multimodal node of Szczecin and Swinoujscie, of intermodal transport utilising railway and inland waterways will reorganise the freight movements to/from and within the multimodal node with the positive environmental and social effects. Namely, taking the freight off the roads will improve effectiveness and energy efficiency of transportation by energy savings (using more economical means of transport, eliminating standstill traffic emissions by eliminating road jams). This is especially important within the transportation node and on its last mile connections.

Liquidation of bottlenecks and modal collisions as well as introduction of improved traffic management (IT solutions, RMTS) will allow for unhindered, smooth and, at 'same time, energy efficient and the least environmentally burdening transport of freight and people.

By creating means to utilise the economy of scale (preparing the sea ports to handle bigger vessels) the commercial and social costs of transportation should decrease.

The introduction of innovative energy solutions (alternative fuels, electro mobility, more effective propulsion systems, OPS for ships) will benefit to the economy of transport as well to the natural environment.

### Sustainability of the developed or implemented strategy/action plan and its transferability to other territories and stakeholders

The tasks foreseen in this Action Plan are included in the long term plans of the involved actors and some of them will receive institutional and financial public support (national and EU).

The transferability to other territories and stakeholders of the actions planned for this Action Plan for the multimodal node of Szczecin and Świnoujście is connected with the European framework of policies and strategies, where multimodality and innovation are key instruments to offer a more efficient and sustainable transport network. It is also connected with the activities within the TEN-T Baltic -Adriatic Corridor of which Szczecin and Świnoujście multimodal node is the important element.

All identified tasks of the Action Plan are universal measures when it comes to raising the level of efficiency. The planned actions, especially in the field of development/expansion of intermodal transport, can be exploited and transferred to other territories, in particular to those areas (such as other transportation nodes) where urban, industrial, commercial and transport activities are concentrated, stimulating the conversion to the adoption of innovative transport solutions as well as innovative eco-solutions.

As such, they can be applied to any transportation node or any port system in any region of the World. This is particularly true as comes to the technologies and organisational measures commonly used in the World, but now planned to be further applied to the Szczecin and Świnoujście multimodal node.

### Lessons learned from the development/implementation process of the strategy/action plan and added value of transnational cooperation

Given the complexity of a transportation multimodal node, it is important to involve all stakeholders in its development process. Irrespective of a specific scope of interest (environmentally friendly solutions in this instance), the choice of the measures to answer the needs and tackle the challenges detected is based on the cooperation of the stakeholders involved, starting from the territorial level to the transnational level.

It is also important to widen the cooperation to a number of interconnecting spheres, namely to organization and legal, education and promotion, research and development and at last but not least development and modernization of infrastructure.

The transportation multimodal node, especially the one with its sea port, is an international actor per definition and the transnational dimension is evident from the involvement of the transnational operators and players of the logistic chain also in the development of the action plans. This output will be made available to policy makers, economic actors and logistics players of different CE countries and will positively benefit the energy efficient organisation of freight transport. It will help to support public actors in the decision making processes.

References to relevant deliverables and web-links  
If applicable, pictures or images to be provided as annex

The deliverables used to produce the action plans are:

- D. T 1.2.8 Study on intermodal transport chains between Scandinavia and Central and South-Eastern Europe”;
- D.T1.5.1/ D.T2.5.1 Methodology for action plans development;
- D.T 1.5.9 - Action plan to improve multimodal nodes efficiency and connections - Szczecin
- D.T 2.5.9 - Action plans on eco-solutions deployment - Szczecin