TEMPLATE

Output factsheet: TRITIA TRANSPORT MODEL

Project index number and acronym	CE 960 TRANS TRITIA
Lead partner	Upper Silesian Agency for Entrepreneurship and Development Ltd.
Output number and title	O.T 3.2 TRITIA transport model
Responsible partner (PP name and number)	Transport Research Institute, JSC. PP4
Project website	www.interreg-central.eu/transtritia
Delivery date	02.2020

Summary description of the strategy/action plan (developed and/or implemented)

During the processing of the TRITIA transport model, there were analysed traffic flows within the assessed area. These are describing the zero scenario and alternative scenarios. The task of the transport model was to identify the potential transfer of road freight flows to the more environmentally friendly modes of transport (rail and inland waterway). All that in order to verify the achievement of the objectives of the White Paper: removal 30% of road freight over 300 km to the alternative modes. Based on this reason, the infrastructure transport model of the TRITIA territory was processed for the basic calibration year 2020, from which the forecast of development by 2030 (zero status) was derived. Within the framework of the 2030 forecast, was considered with the natural development of TRITIA territory and transport infrastructure based on the basis of planned strategic projects within individual regions. Through detailed traffic surveys at the CZ-SK, SK-PL and CZ-PL border crossings and also by profile measurements, it was acquired the data base, which served to define the potential transfers from road freight transport. The transport model was processed in 4 main reports that are part of the activity: 1) TRITIA transport model methodology, 2) TRITIA transport model zero scenario, 3) TRITIA transport model alternative scenarios, 4) TRITIA region implementation plan. Traffic surveys realized by for the needs of the traffic model as an important part of the input data, are processed in 3 separate reports under activity 3.1 (Methodology of processing traffic surveys, Preparation and performance of traffic surveys and Evaluation of traffic surveys). The transport model results is the identification of infrastructure bottlenecks in the Žilina, Moravian-Silesian and Silesian and Opole Voivodeship, which are not addressed within the planned strategic documents, and the structure of the redistribution of potential road traffic over 200-300 km to alternative modes.

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

CZ080 Moravian-Silesian region
PL22 Silesian Voivodship
PL52 Opole Voivodship
SK031 Žilina region

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

The transport model is an important tool in planning of the development of transport infrastructure. Its role is to point out the failings of the modeled transport infrastructure. So that the infrastructure administrator can identify bottlenecks on the infrastructure. Within the TRITIA transport model has identified the potential for transfer of the road freight transport to alternative modes (rail and inland waterway freight transport). As part of the overall analysis and assessment of infrastructure, it was necessary to find out, whether after the potential transfer from road freight transport, alternative infrastructure would be able to meet the increased demand. The main results of the TRITIA model are identification of the bottlenecks on the railway infrastructure and identification of modal split where was shifted more than 30 % of road freight transport above 300 km. The bottlenecks on the railway infrastructure are very important because they may cause future problems and administrators should solve them during the strategic planning of infrastructure development. Complementary projects will be incorporated into the prepared strategy and action plans within the activity WP T1 Preparation of TRITIA regional multimodal freight transport strategy and action plans. The results of the TRITIA model in the reports and also the electronic version of the model is available what can be used by the whole relevant target groups in preparation of the next strategy documents. From this reason transport model will be shared and PP4 will enable access it to relevant institutions on entities upon request.

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

The transport model is primarily processed for the assessed territories of TRITIA, i.e. Moravian-Silesian Region, Zilina Region, Opole and Silesian Voivodeship. The transport infrastructure serves to connect regions and states, so that when the results of the transport model leads to the recommendations for the removal of infrastructure bottlenecks within the TRITIA territory, the impact of the measure extends beyond the region border, respectively State border. The results of the transport model will be taken into account in the framework within the WP T1 Preparation of TRITIA regional multimodal freight transport strategy and Action plans (TRITIA Regional Multimodal Freight Transport Strategy, Multimodal Freight Transport Cross Border Action Plans for each country) and WP T2 Multimodal Transport across TRITIA area (Inland Waterway Action Plan, Railway Action Plan, Intermodal Logistic Centres/Terminal Action Plan), which are processed for the target group of the project. The whole relevant target groups have access to the prepared reports during the project and also the file with TRITIA transport model (zero scenario and alternative scenarios). Transport model will be shared and PP4 will enable access it to relevant institutions on entities upon request. This whole work of TRANS TRITIA project team they can use within preparation of next strategy planning documents.

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

The processing of a cross-border transport model is a complicated process, because the large amount of statistical data and parameters are needed, this is required by the modeling tool, to simulate the behavior of transport on the infrastructure. For this reason was important the cooperation of project partners in individual countries, which actively participated in the preparation of supporting documents and they contributed to the sufficient quality of the processed transport model of the TRITIA territory. Without CZ/PL/SK partners cooperation, it would be complicated and perhaps even impossible to obtain the necessary data. For the TRITIA model was necessary to obtain amount of statistical, technical data and with partner cooperation was performed 3 types of surveys in each country (border crossing survey, profile surveys, questionnaire surveys between companies). There were a lot of organizational problems due to legislative differences in CZ/PL/SK. The border crossing surveys was not possible to perform from Polish side because of legislative. From this reason was the agenda of PL/CZ cross border survey shifted to the Czech partners. Because of this situation partners staff gain new experiences.

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

Reference to relevant deliverable are on website of the project, indicated on head of this factsheet:
D.T3.1.1 Methodology of development of traffic survey
D.T3.1.2 Preparation and performance of annual traffic survey
D.T3.1.3 Evaluation of traffic surveys
D.T3.1.4 Assessment of rail transport system at TRITIA area
D.T3.1.5 Assessment of inland waterways system at TRITIA area
D.T3.2.1 Report with methodology for TRITIA transport model
D.T3.2.2 Report on the zero scenario of TRITIA transport model
D.T3.2.3 Report on alternative scenarios of TRITIA transport model
D.T3.2.4 Implementation plan for TRITIA region