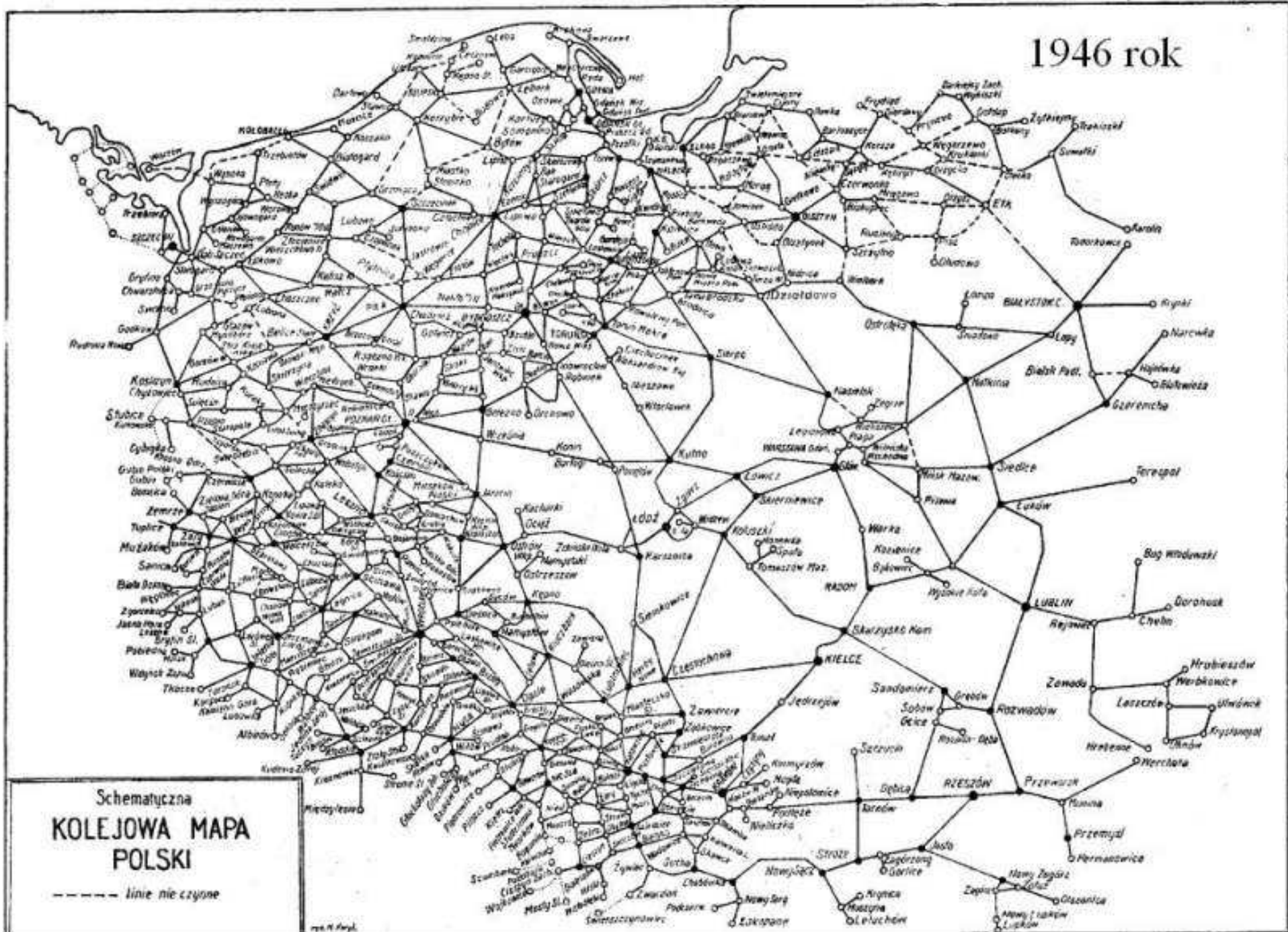


Projekt:
***„City - hinterland cooperation as motor for
regional development in the SE-Baltic (SEBco)”***
INTERREG III B, BSR

WP 3: „Obstacles & success factors for revitalising secondary railway lines”

**„RESULTS OF THE ANALYSIS OF POSSIBLE
REVITALISATION
OF TWO RAILWAY CONNECTIONS IN THE
WARMINSKO-MAZURSKIE AND POMORSKIE
VOIVODESHIPS”**

1946 rok



The aim of revitalization:

- rebuild (or adjust) line to new conditions of exploitation conditions

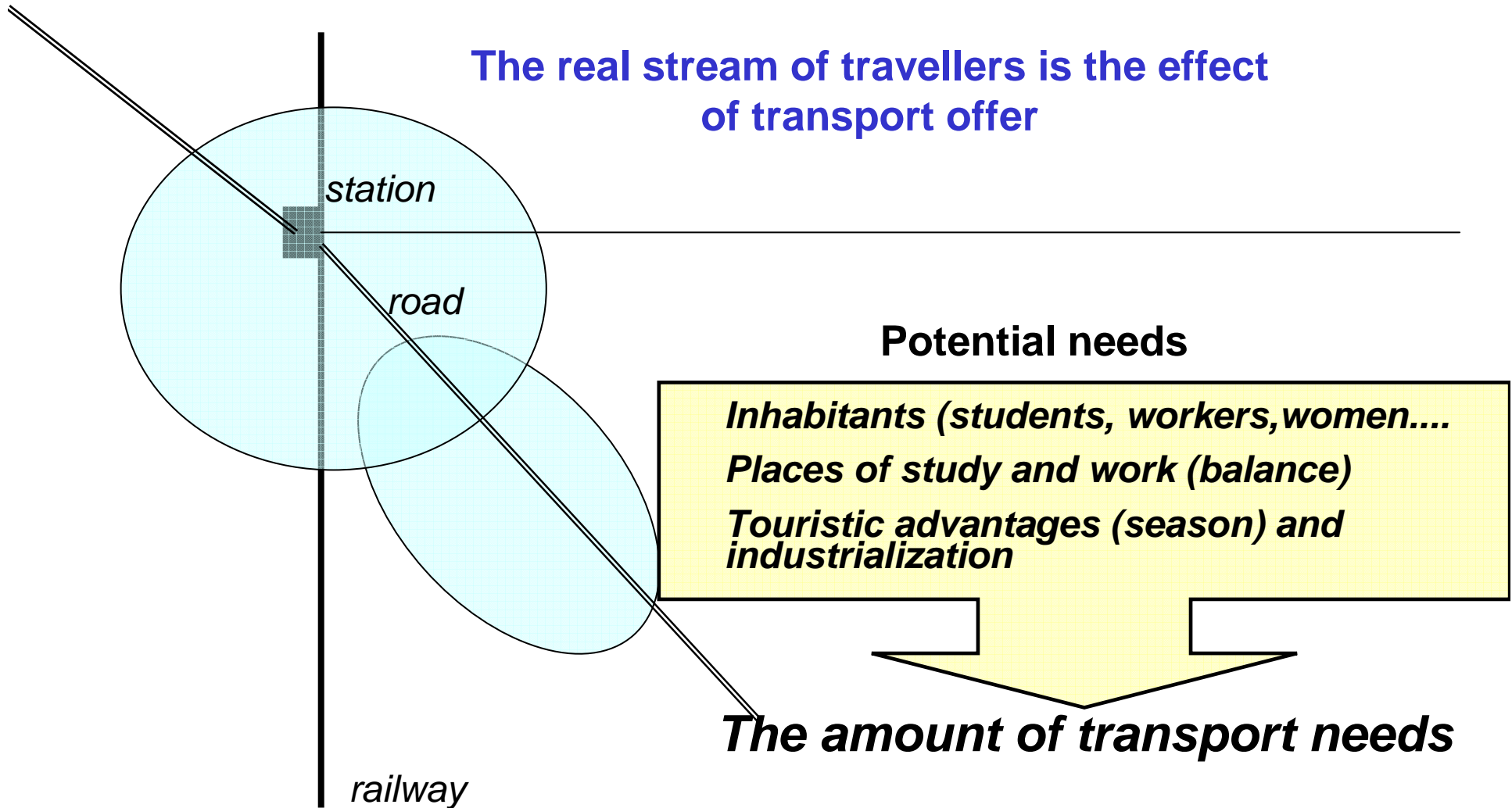
Questions:

- 1) Is there any need for transport ? (or if there are conditions to generate it through e.g social or industrial activity)*
- 2) What will be the costs of revitalization?*
- 3) Is there social or industrial explanation for these costs (what will be social and industrial changes in the surrounding)?*
- 4) What are the dangers for revitalization and for its effects?*

The project of revitalization should contain the answer

Accessibility to the station in the area of reaction

The real stream of travellers is the effect of transport offer



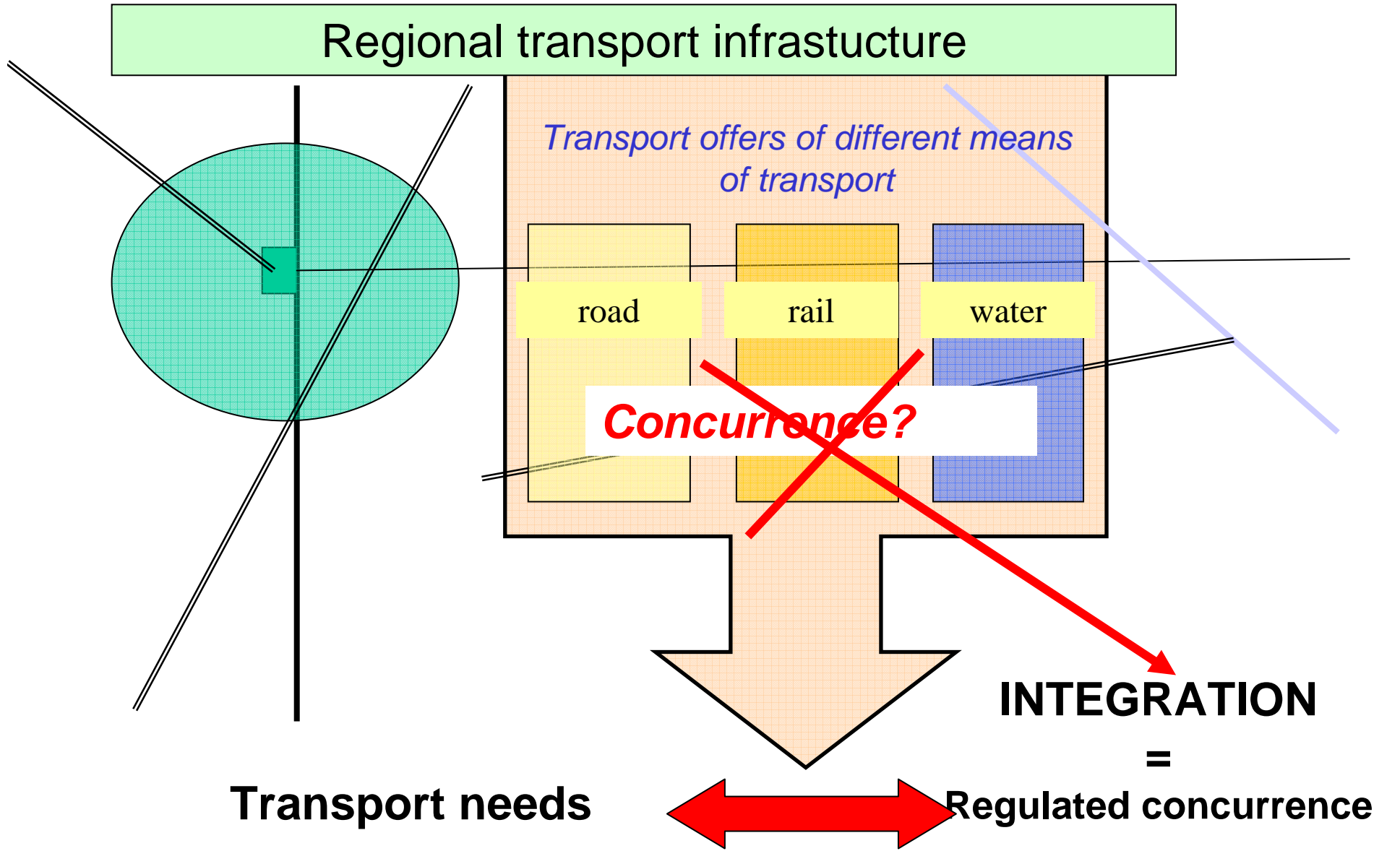
Transport needs in the region:

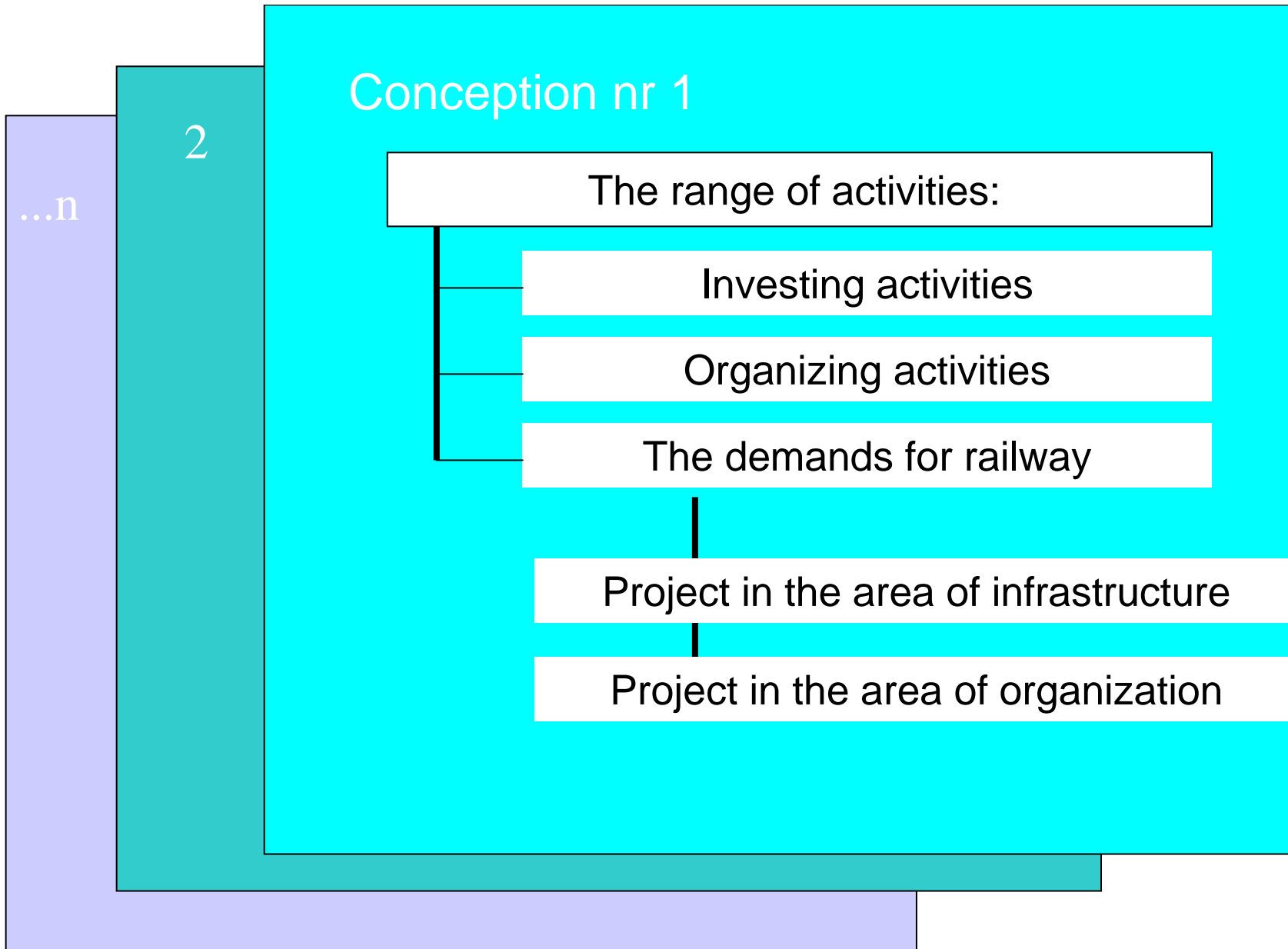
Constant transport needs of inhabitants realized in the working days depend on:

- the number of inhabitants and their structure: age and profession
- social activity of inhabitants and their mobility
- industrial potential and employment
- location and kinds of accessible schools
- density of marketing points and services
- accessibility of railway station points

Seasonal transport needs will depend on:

- ❖ Touristic and recreational geographical advantages
- ❖ Cultural and historical attractions
- ❖ Hotels and gastronomy base
- ❖ Communicational accessibility of region

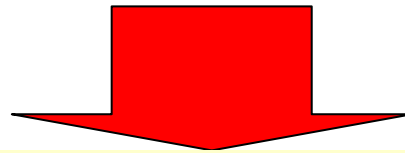




Public consultations



The choice of conception



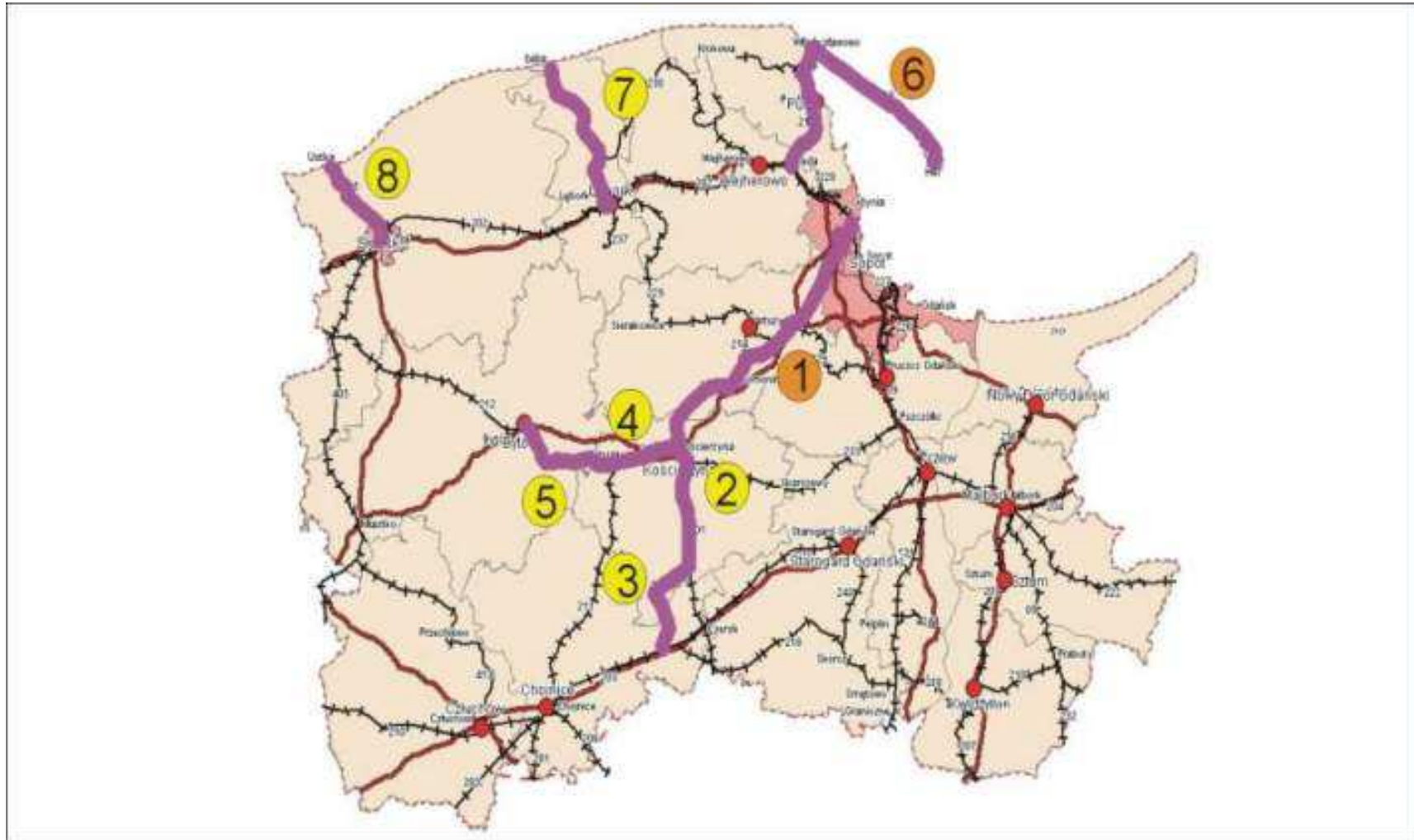
PROJECT OF LINE REVITALIZATION

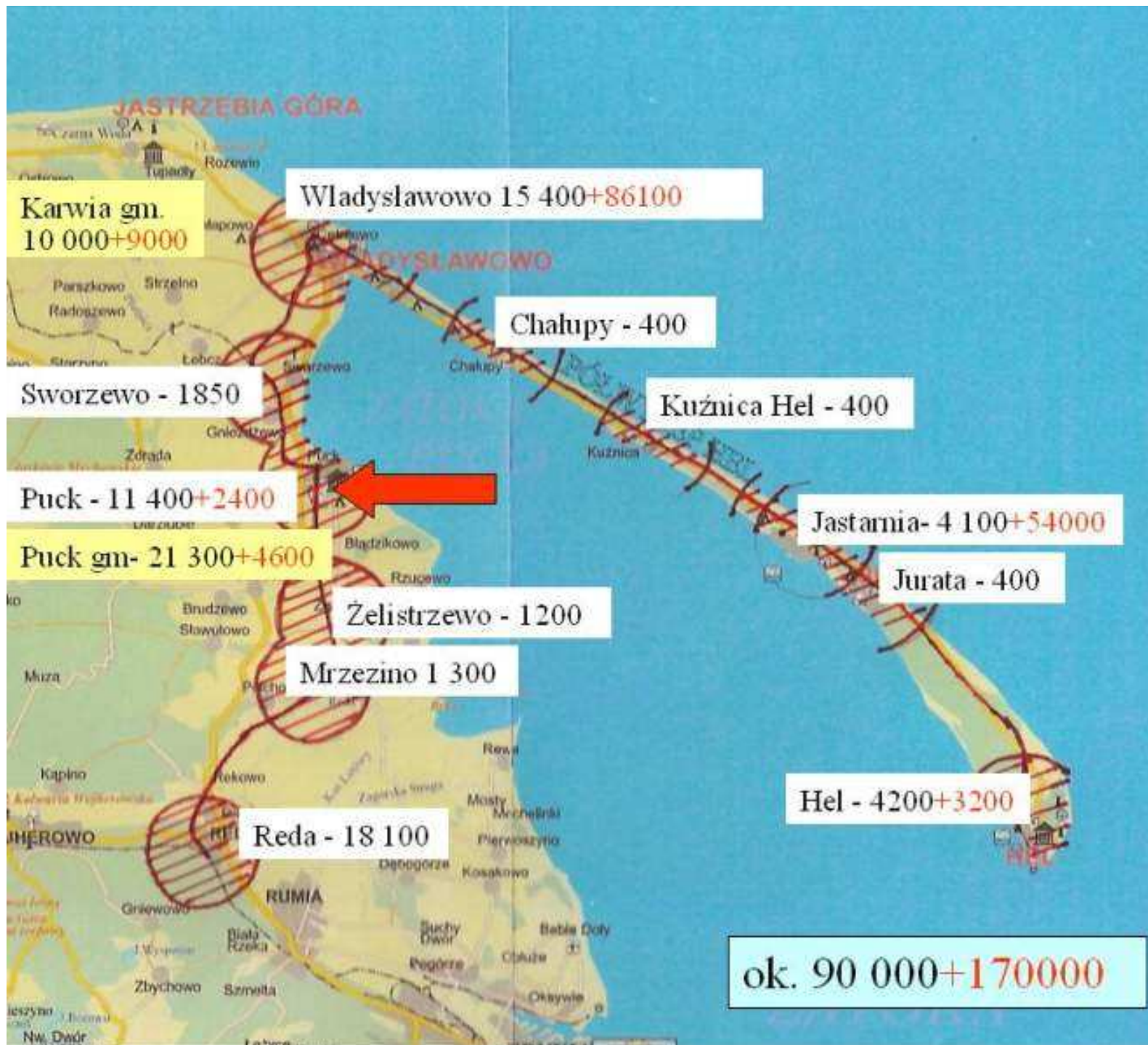
Part I:
-technical,
-organizational
-realizing

Part II:
costs,
-sources of financing
-effectiveness

Identification of endangers
Sensitivity of the project

Railway lines in Pomorskie region accepted for analysis







*Polish Association of Engineers and Technicians of
Transportation in Gdansk*

Conceptions of revitalization project of REDA – HEL line

Conception 1 – free concurrence

Adjusting the railway track to speed 80/100km/h

- estimated time of travel HEL – Reda: ok.. 70'

Adjusting railway stations to needs which are the results of organization of cyclic traffic

Organizing the integrating junctions:

railway - marine: new station HEL, JASTARNIA

railway – bus: WŁADYSŁAWOWO, PUCK

Cyclic traffic in hour system HEL-REDA

In season selected courses Hel - Gdańsk

Conception 2– regulated concurrence

Bus traffic adjusted to trains timetable

Concessions for particular time and space lines

(With preference of delivery to train lines and limiting roads equal to railway)

Re-opening of the section Hel - Hel Port

Network of bicycle rent agencies

Rest of invest and organize activities like in conception I

Conception 3 - ecological

Adjusting the railway track to speed 80/100km/h

- estimated time of travel HEL – Reda: ok.. 70'

Building the parking places by the toll-gates limiting the amount of cars with new platform by the parking

Building of turn-out on the track Kuźnica - Jastarnia

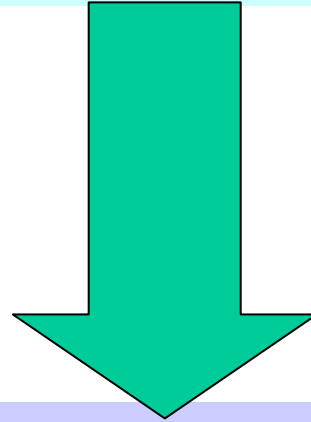
Building of foot-bridges over the rails on the paths to the beach

Cyclic traffic in an hour system HEL-REDA and on the part Hel-Władysławowo Parking – Hel: 20'-30'

In season selected courses Hel - Gdańsk

Rest of invest and organize activities like in conception I

PUBLIC CONSULTATIONS
with interested authorities



Regulated concurrence

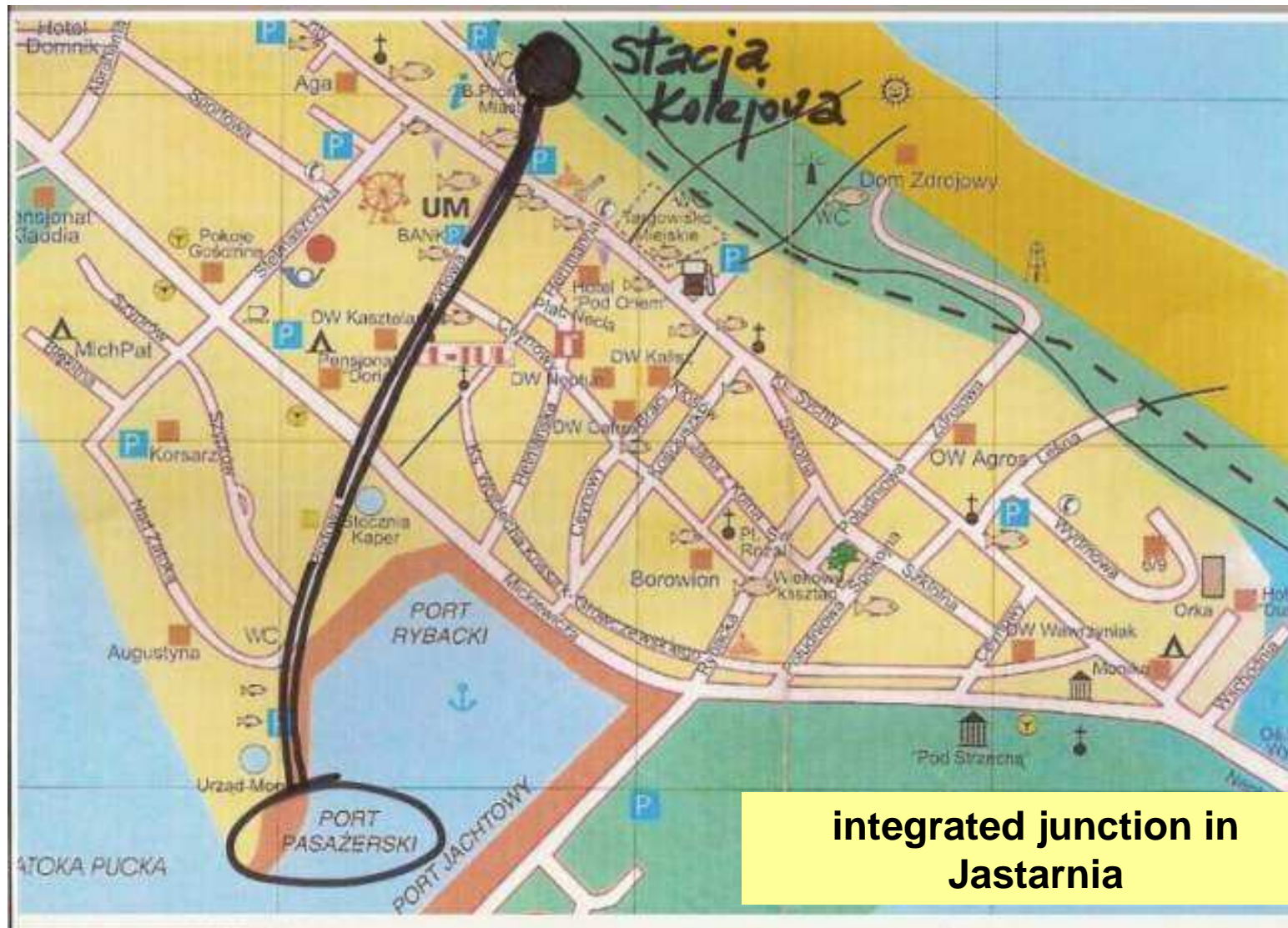
Concept 2



*Polish Association of Engineers and Technicians of
Transportation in Gdansk*



integrated junction in Hel



*Polish Association of Engineers and Technicians of
Transportation in Gdansk*



*Polish Association of Engineers and Technicians of
Transportation in Gdansk*



*Polish Association of Engineers and Technicians of
 Transportation in Gdansk*

Questions:

- 1) *Is there any need for transport? (or if there are conditions to generate it through e.g social or industrial activity)*
- 2) *What will be the costs of revitalization?*
- 3) *Is there social or industrial explanation for these costs (what will be social and industrial changes in the surrounding)?*
- 4) *What are the dangers for revitalization and for its effects?*

There is great need for transports everyday as well as seasonal, which satisfy non-ecological means of transport with free concurrence between carriers

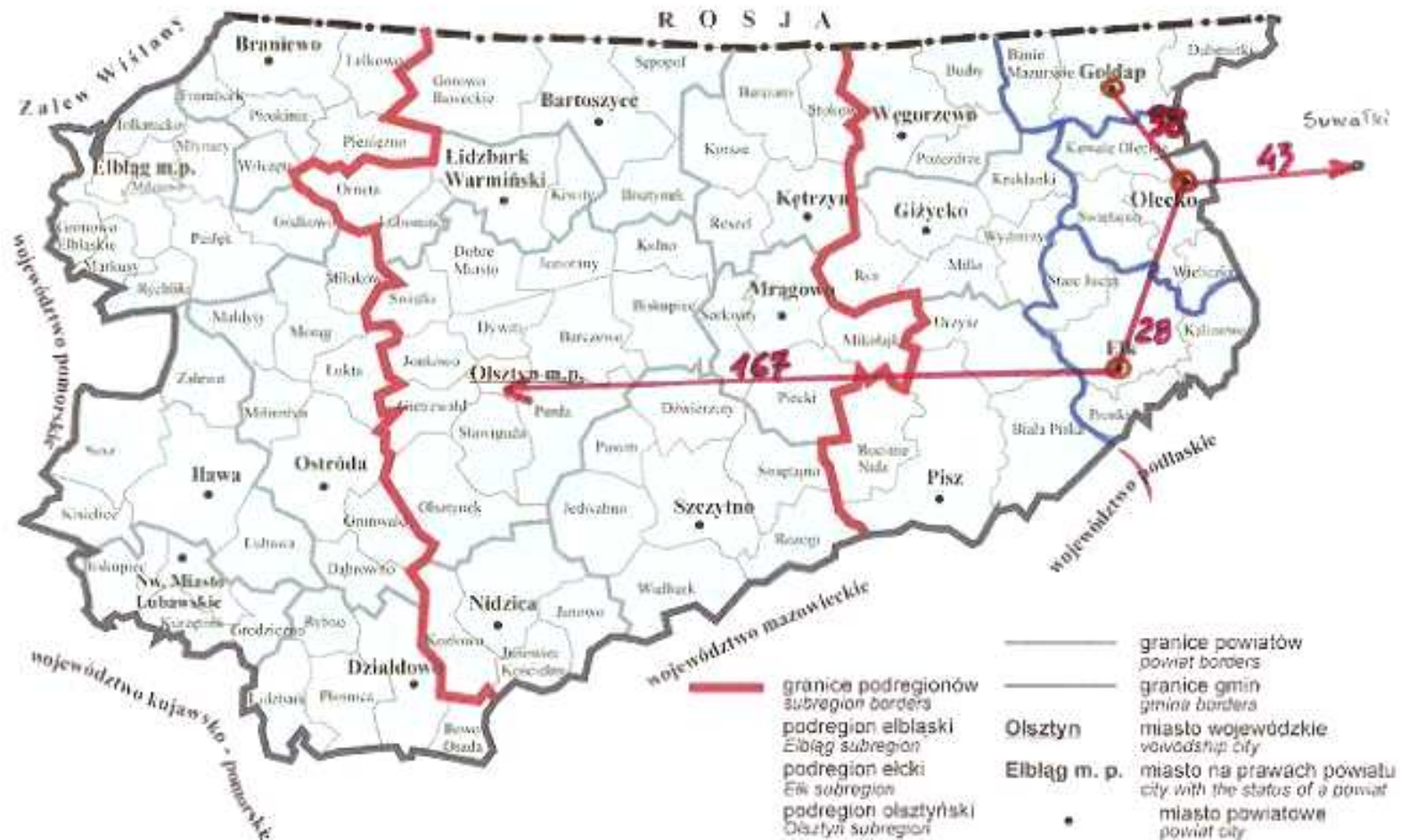
From 17 - 20 mln. €

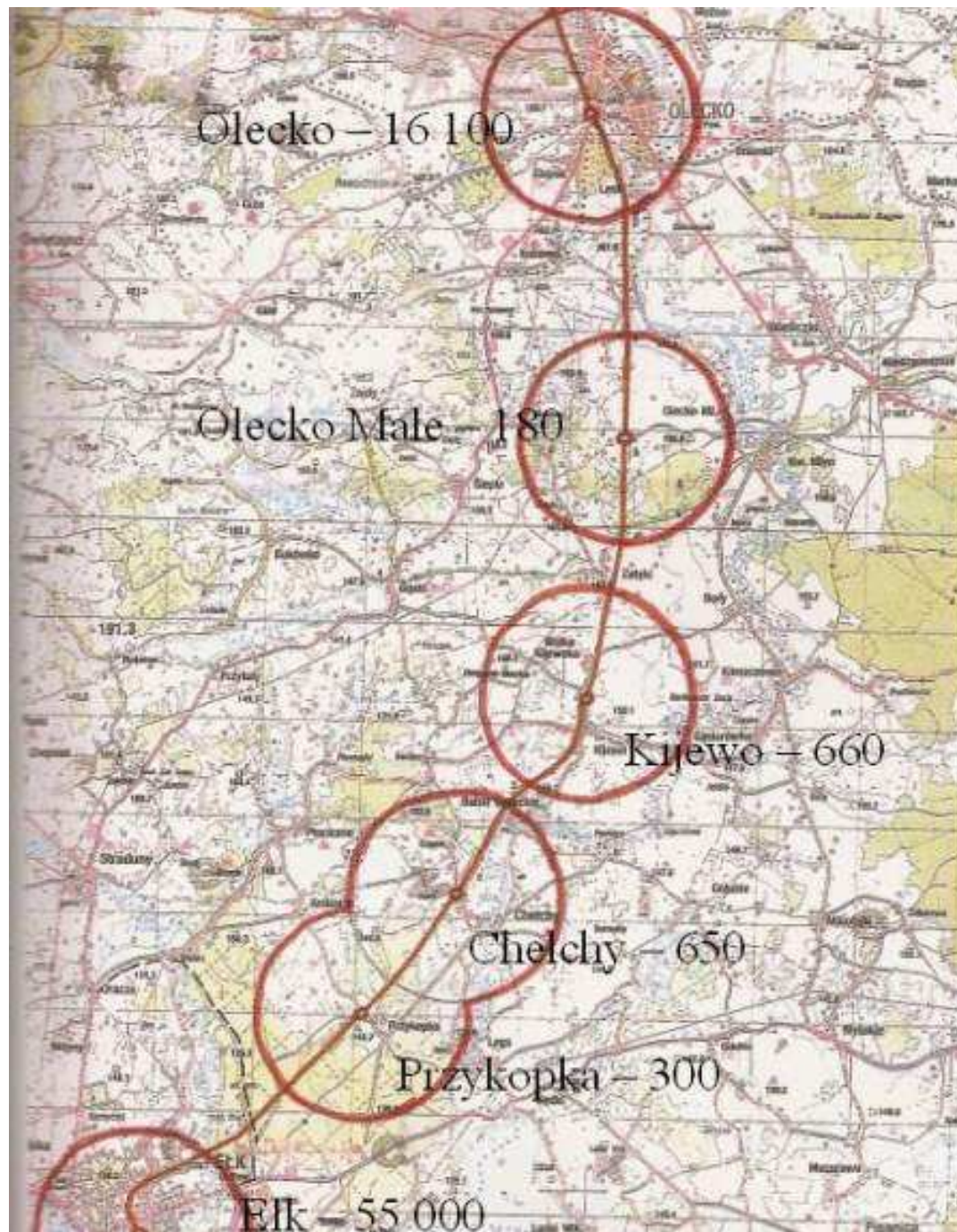
YES

- Estimated amount of railway transport a year is about 800 000 people
- Shortening the times of arrivals
 - New places of work
 - Lessening the pollution

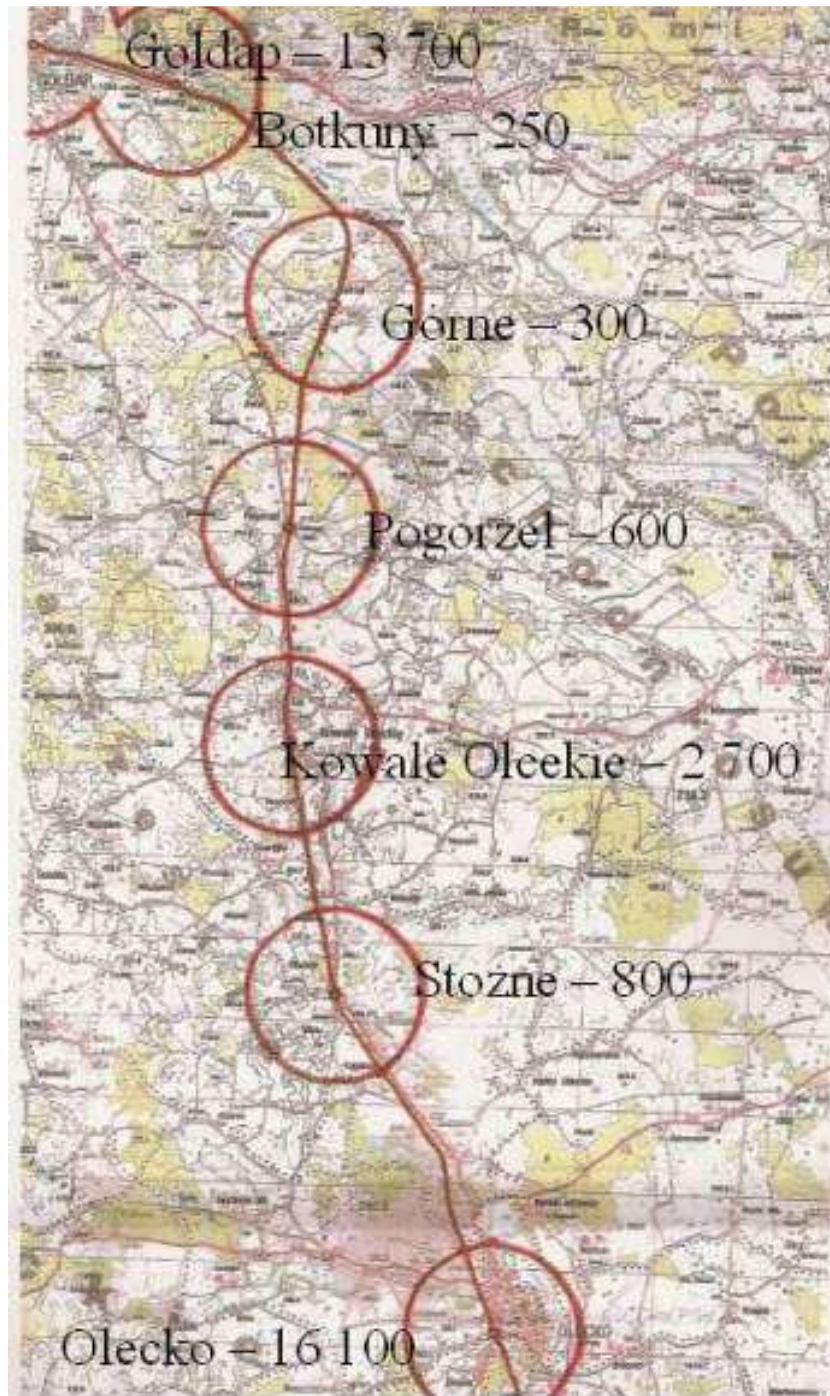
Not complex realization of the project
Carriers' oppositions against regulating the market

REVITALIZATION OF THE LINE EŁK - GOŁDAP



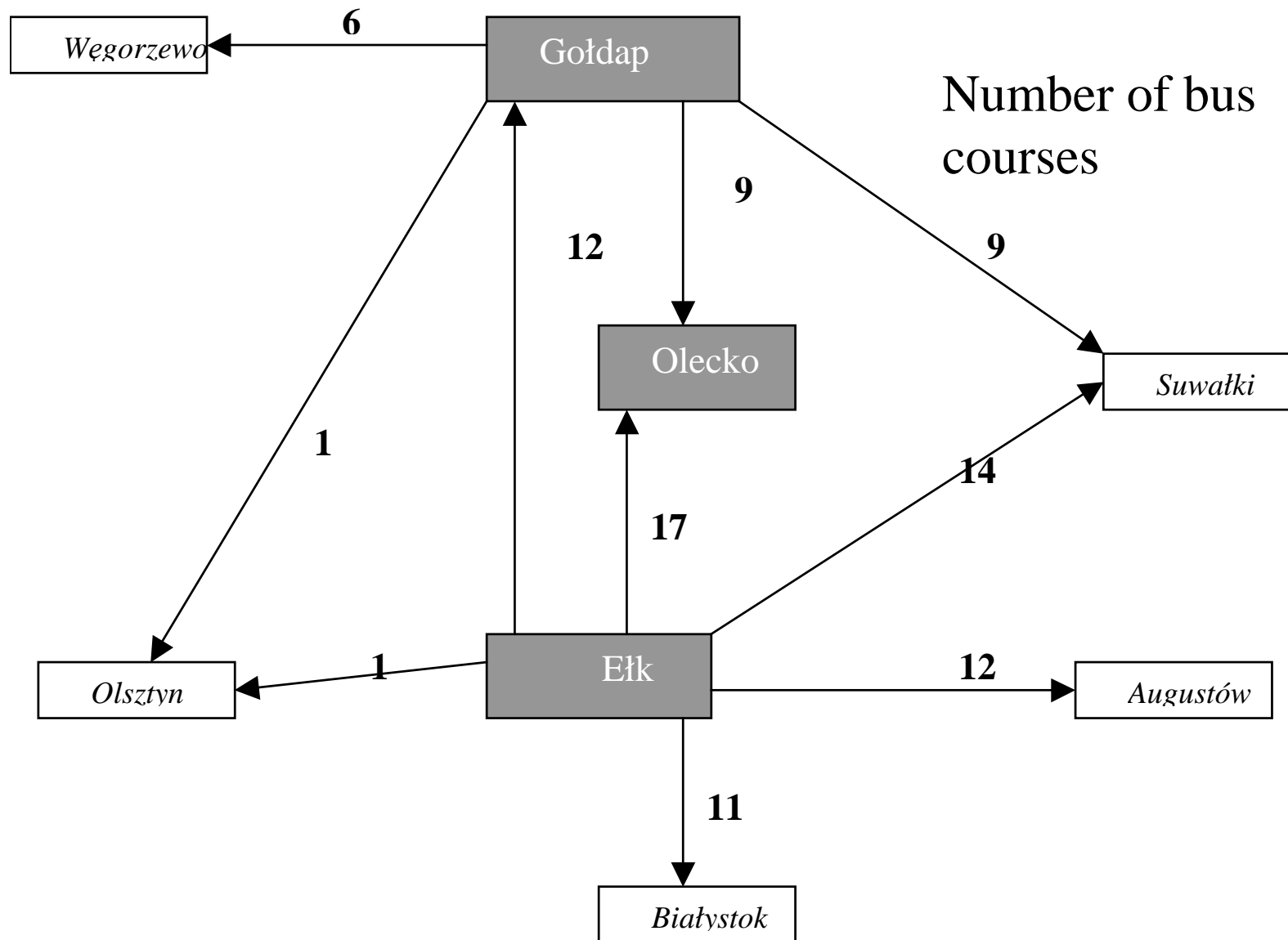


Ełk - Olecko
- the active section



Olecko - Goldap
- the inactive section

ok. 90 000 person



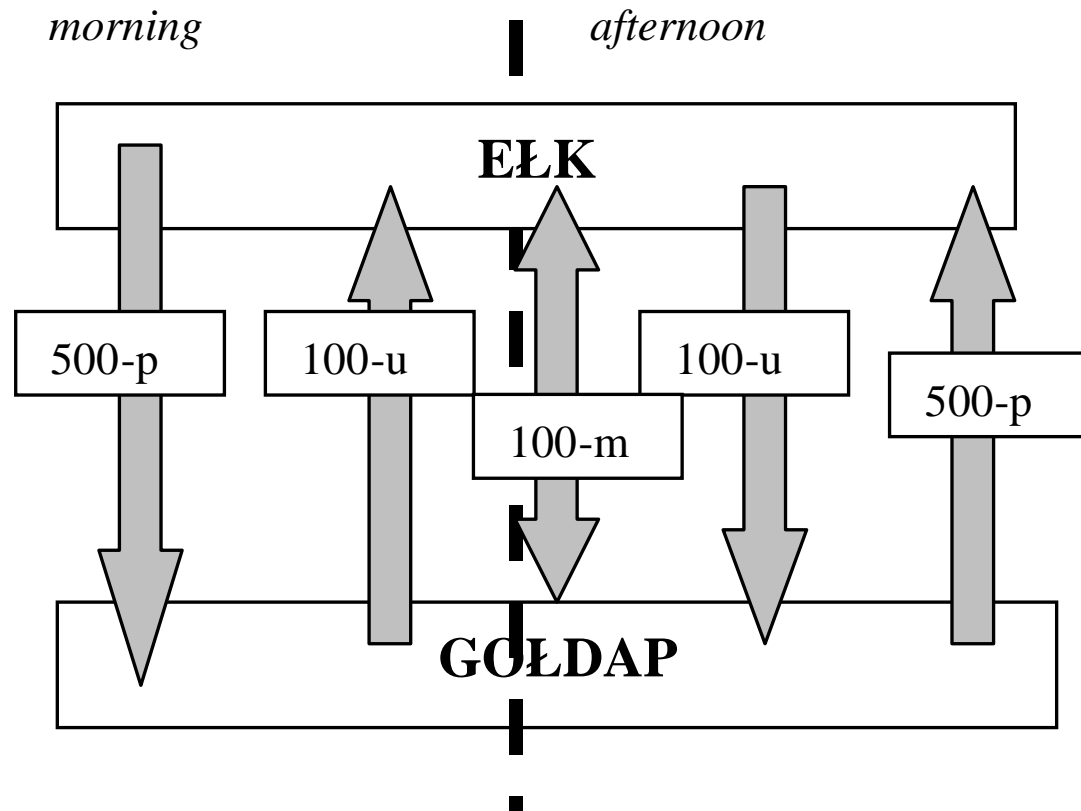








Estimating possible stream of passengers on working days



Sesonal stay 50 000 persons (in 100 days)

*Conceptions of revitalization
project of EŁK - GOŁDAP line*

THE AREA OF BASIC WORKS

Adjusting the line to required exploitation speed – 65,3 km of line

railway surface (track lines and station lines): ok. 78 km

junctions: ok. 12

platforms: 7

road crossings: 18

Stations infrastructure : stations buildings,

parkings (Kowale Ol. Pogorzel),

Integration junctions :Ełk, Olecko, Gołdap

Total cost about 26 mln €

Scenario of subregion development

Maintaining actual state – slow development



Conception „ZERO”

Active influence on touristic development



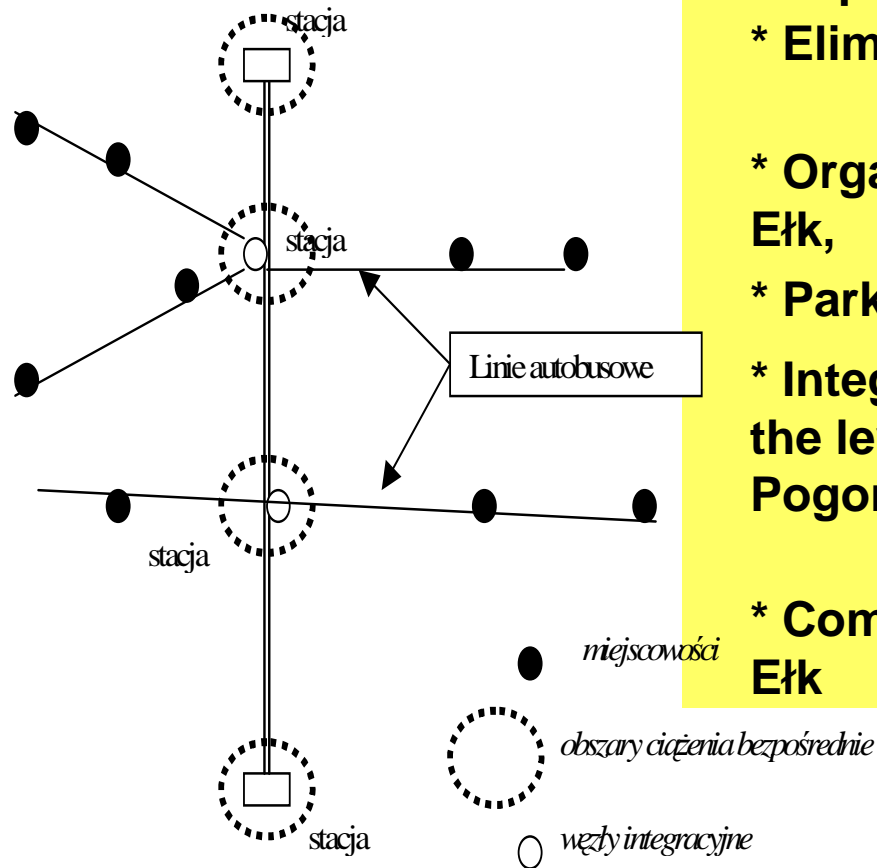
Conception „TOURISTIC”

Active influence on industrial development
(investitions, craft, transit....)



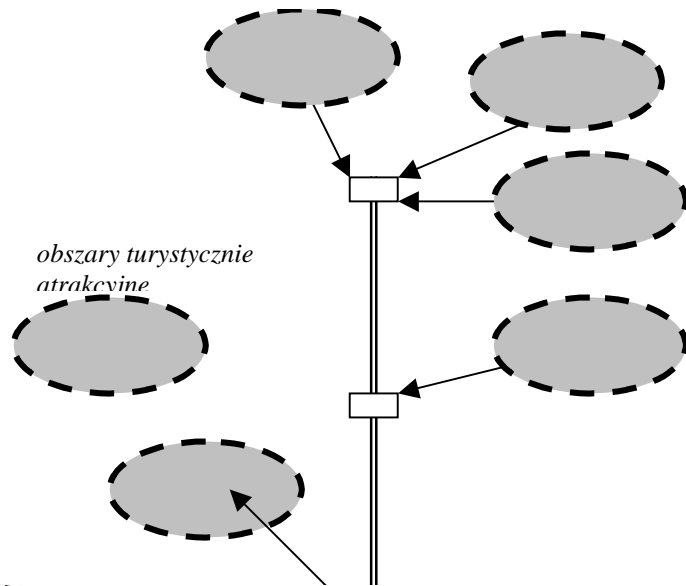
Conception „INDUSTRIAL”

• CONCEPTION 1 - Zero

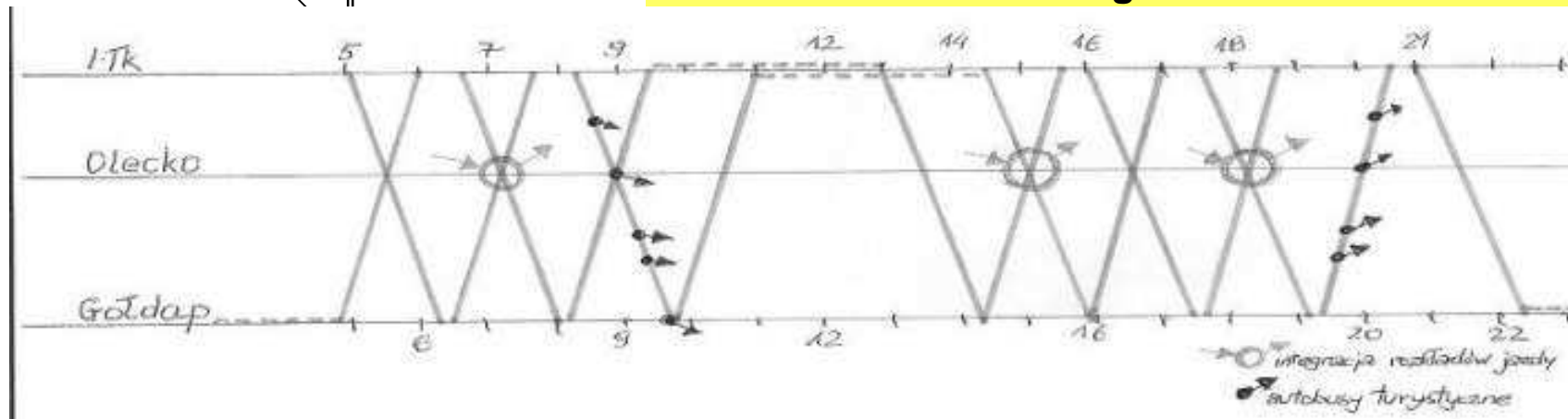


- * Improving the part Olecko - Gołdap
- * Elimination of stops: Przykópka, Olecko Małe, Górne, Botkuny
- * Organization of integrating junctions: Ełk, Olecko, Gołdap
- * Parkings: Pogorzel, Kowale Oleckie
- * Integrating the bus traffic with trains on the level of 60% on stops : Gołdap, Pogorzel, Kowale Ol., Olecko, Ełk
- * Communicating the trains on the station Ełk

• CONCEPTION 2 - Touristic



- * Network of bicycle rent agencies
- * Organization of communicated buses with touristically attractive regions from the stations: Gołdap, Górne, Olecko. (common ticket)
- * Integrating bus traffic with trains on the level of 60% on stations: Gołdap, Pogorzel, Kowale Ol., Olecko, Ełk
- * Communicating trains on station Ełk
- * Direct trains Olsztyn – Gołdap i Białystok - Gołdap
- * Rest of invest and organize activities like in



- **CONCEPTION 3 - Industrial**

- * Rest of invest and organize activities like in conception I

- Ramp (container terminal?) and logistic center on the station Gołdap

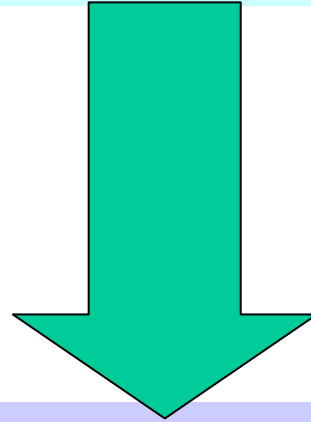
- * Integrating the bus traffic with trains on the level of 80% on the stations : Gołdap, Pogorzel, Kowale Ol., Olecko, Ełk

- * Communicating the trains on the station Ełk

- * Direct trains Olsztyn – Gołdap and Białystok - Gołdap

- Traffic of goods trains (including multimodal trains)

PUBLIC CONSULTATIONS
with interested authorities



Conception „industrial”

Conception III

Questions:

1) *Is there any need for transport? (or if there are conditions to generate it through e.g social or industrial activity)*

There is potential need and there are conditions to activate it:

- Industrial development (touristic)
- actions to increase industrial and social activity

2) *What will be the costs of revitalization?*

From 26 - 35 mln. €

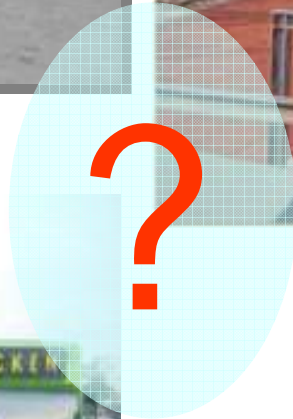
3) *Is there social or industrial explanation for these costs (what will be social and industrial changes in the surrounding)?*

YES

- **efficient railway will be the factor which will activate the region**
- **condition: opening border crossing Goldap - Gosiew**

4) *What are the dangers for revitalization and for its effects?*

- not opening the border crossing
- lack of interest from the investor
- not interesting industrial and touristic offer



Will it be possible?



Thank You for Your attention