



NOWYBURSZTYNOWYSZLAK



Bydgoszcz
Core Network



Petition to european parliament

to place the Bydgoszcz Logistics Node in the TEN-T core network on the Baltic-Adriatic Corridor in connection with the work of the European Parliament on the revision of Regulation 1315/2013 of the European Parliament and of the Council. The signatories of this petition, having regard to the proposal of the European Commission (COM(2021) 812 of 14 December 2021) and the work beginning in the European Parliament on the revision of Regulation 1315/2013 of the European Parliament and of the Council, request that Bydgoszcz be granted the status of a road-rail node of the TEN-T core network within the Baltic-Adriatic corridor.

Substantiation

According to the general principles contained in the Regulation 1315/2013 of the European Parliament and of the Council of 11 December 2013, the TEN-T core network should provide the basis for the development of a sustainable multimodal transport network and stimulate the development of the entire comprehensive network, and the Commission should take into account national implementation plans and future extensions when reviewing the implementation of the core network until 2023. In addition, Section 6 of this document indicates as a requirement for intermodal transport infrastructure, for non-mass cargos, annual transshipments of 800 000 tonnes.

In the document „Analysis of development options for the Intermodal Terminal in Bydgoszcz-Emilianowo”, prepared in accordance with the guidelines of the Centre for EU Transport Projects (CUPT), based in Warsaw, under the supervision of PKP SA, reloading estimates were prepared for the Intermodal Terminal Bydgoszcz-Emilianowo, with a forecast handling in 2030 at the level of 93.6 thousand TEU and over 124 thousand TEU in 2031. Assuming the ratio of 1 TEU = 12 tons, this will allow to reach the level of over 1.1 million tons of handling in 2030 and nearly 1.5 million tons in 2031. It should be noted, that these are only preliminary estimates, as higher transshipments are possible, for example from sea ports in Gdańsk and Gdynia.

From the point of view of the role of sea ports in Gdansk and Gdynia, the Bydgoszcz node is expected to play a strategic role in the TEN-T Baltic-Adriatic corridor, contributing to the growing importance of the role of intermodal transport in this part of Europe. The strategic role of Bydgoszcz is also evidenced by the fact that the draft revision of the TEN-T network of 14 December 2021 envisaged the inclusion in the core network of railway line No. 201, which directly connects the seaports in Gdansk and Gdynia with the Bydgoszcz-Emilianowo terminal. The building of the terminal was included by the Polish government in the National Reconstruction Programme under the Next Generation EU (NGEU) funds.

The government's draft „National Shipping Programme to 2030” points directly to the strategic location of the Bydgoszcz Logistics Node (which, according to the Development Strategy of the Kuyavian-Pomeranian Voivodeship until 2030, will include the intermodal terminal Bydgoszcz – Emilianowo, as a dry port based on rail and road transport, and the multimodal platform Bydgoszcz – Solec Kujawski based on water, road, rail and air transport) indicating also the future potential of inland waterways: „The node, located in the Bydgoszcz-Toruń agglomeration, is characterised by its strategic location, ensuring the handling of cargo in relations between seaports in Gdańsk and Gdynia and the main agglomerations of the country – Łódź, Warsaw, Poznań, using all branches of transport – road, rail and inland waterway”.

It should also be pointed out that Bydgoszcz, in the light of the Polish government's plans, is to play the role of a major centre for the distribution of farm produce by container, which demonstrates its strategic importance for logistics in the European Union.

The need to build a large intermodal terminal near Bydgoszcz has been discussed for a long time, the key moment was the signing on 17 September 2019 of an agreement of intent on the construction of the terminal between: PKP S.A., Port of Gdynia Authority, PKP Cargo S.A., Bydgoszcz Industrial and Technological Park, National Agricultural Support Centre, Nowa Wieś Wielka district. Then, on 28 July 2020, the National Agricultural Support Centre (KOWR) established the special purpose company Terminal Intermodalny Bydgoszcz-Emilianowo spółka z o.o. On 10 February 2021, the President of the Office of Competition and Consumer Protection gave consent for the concentration to take place and for further shareholders to join the company: PKP S.A. and Bydgoski Park Przemysłowo-Technologiczny. The Kuyavian-Pomeranian Voivodeship is also interested in taking up shares. Since autumn 2020, work has been carried out in order to obtain an environmental decision. The opening of the terminal is planned for 2027.

With these considerations in mind, it should be emphasized that the Bydgoszcz Logistics Node will play a strategic role in the Baltic-Adriatic corridor. Also, transshipment forecasts indicate the fulfilment of requirements for this type of infrastructure in the period foreseen for the implementation of the Trans-European Transport Network. Thus, it is fully justified to place Bydgoszcz as a road-rail node of the TEN-T core network.

Signatories

New Amber Trail Association (author)
Association Polish Region Baltic – Adriatic Corridor
Kuyavian-Pomeranian Voivodeship
Metropolia Bydgoszcz Association (Metropolitan Union)
City Council of Bydgoszcz
Council of Bydgoszcz District
Municipal Council of Nowa Wieś Wielka
City Council of Solec Kujawski
Pomeranian Special Economic Zone
Friends of Bydgoszcz Association
Employers of Pomerania & Kuyavia – Employer Association
Vistula Employers Association Lewiatan

Strategic goal: Bydgoszcz in the TEN-T core network

The history of Bydgoszcz has always been associated with international communication routes. Probably already 2 thousand years ago, the Amber Trail ran through Bydgoszcz. Taking a closer look at modern times, the 18th century becomes crucial, into which Bydgoszcz entered, devastated by wars, but it came out with a new development impulse, which was the construction of the Bydgoszcz Canal - a waterway connecting the Vistula and the Oder. Sea exports played a special role, for the development of which in the 1930s the Coal Main Line running through Bydgoszcz was established, to connect the port of Gdynia with Silesia. To this day, the Coal Main Line is still an important route for rail freight exchange in Europe, being also an element of the trans-European transport network TEN-T. In the Second Polish Republic, Bydgoszcz was the main base for the seaport in Gdynia, which was a sea window to the world not only for Poles, but also Czechs, Slovaks and Hungarians.

However, let's look to the future, in which the development of the logistics hub around Bydgoszcz may be another opportunity not only for the city, but also for the Kuyavian-Pomeranian Voivodeship. Bydgoszcz is perfectly located to play the role of an external portfor seaports in Gdansk, Gdynia and the planned one in Elblag. The future of European transport lies in the development of intermodality and multimodality, which can bring cost optimization and environmental effects. It is cheaper to send one large train from Bydgoszcz, with containers from Gdańsk and Gdynia, to the destination point than to send separate trains from each of these ports. The development of rail and road infrastructure may also contribute to the servicing of seaports in Szczecin and Świnoujście by the Bydgoszcz node.

The EU White Paper assumes an aspiration for a model in which freight transport will be used typically for transport to destinations, after prior transshipment by rail or waterway - the golden mean is the use of road transport on the last 350 km of delivery. Due to the location in central Poland, it will be possible to service almost the entire territory of Poland by road from Bydgoszcz. Going back to the tradition of the Amber Road and the role played by the Coal Main Line in the 1930s, the logistics hub in Bydgoszcz can also play an important international role, thanks to the Gdynia-Karlskrona maritime highway initiative, extending the Baltic-Adriatic corridor to Scandinavia. Better communication with the Budapest junction will in turn open the way to ports on the Mediterranean Sea, Aegean Sea and the Black Sea, and further to Asian markets.

Development strategy of the Kuyavian-Pomeranian Voivodeship until 2030+

On 21 December 2020, the Regional Assembly of the Kuyavian-Pomeranian Voivodeship adopted the Strategy for the Development of the Voivodeship, which defines the need for the construction of a Logistics Node Bydgoszcz for the development of logistics in the TEN-T network. This node would consist of:

- cargo terminal Bydgoszcz-Emilianowo
- CARGO air terminal at Bydgoszcz Airport (connected with Bydgoszcz-Emilianowo terminal);
- a river port considered in the future;

The Voivodeship Development Strategy sees the high logistic potential of the region in its strategic location at the intersection of transport routes and the dynamic development of seaports in Gdańsk and Gdynia (requiring cooperation in logistics with the hinterland), while at the same time increasing the demand for cargo transport in general. In view of the above, the development concept for the province includes the Bydgoszcz Logistics Node as a potential growth pole of regional importance.

The agreement

In September 2019, in Nowa Wieś Wielka, in the presence of representatives of the Polish government, an agreement was concluded on the construction of the Bydgoszcz-Emilianowo terminal, signed by:

- National Agricultural Support Center
- PKP SA
- PKP CARGO
- Gdynia Sea Port
- Bydgoszcz Industrial and Technological Park

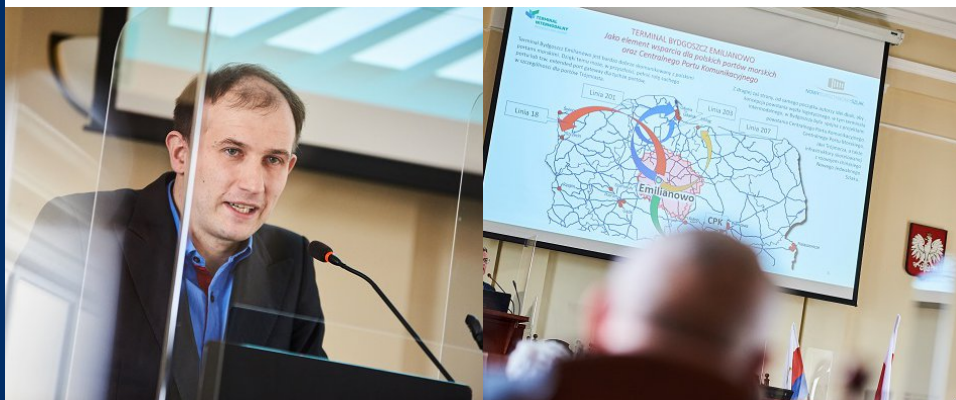


This action was followed by the establishment of the company Terminal Intermodalny Bydgoszcz-Emilianowo sp. z o.o. by the National Agricultural Support Centre on 28 July 2020. Subsequently, shares in the company were also taken up by: PKP SA and Bydgoszcz Industrial and Technological Park.

1st Bydgoszcz Amber Trail Forum

On 11 October 2021, the 1st Bydgoszcz Amber Trail Forum took place at the Bydgoszcz City Hall. It was dedicated to the perspectives of the development of logistics in Europe, with a particular focus on the Bydgoszcz Logistic Node. The President of the company Intermodal Terminal Bydgoszcz-Emilianowo, Paweł Bukowski, spoke about the profitability analyses which were prepared with the support of the City Hall for the terminal in Emilianowo (financed by the European Union as part of the COMBINE project). It turns out that they can attract several billion zlotys in profit over several years.

One zloty invested gives 22 PLN of profit. The problem is that someone has to invest these funds, but the benefits will be widespread. The benefits from the construction of the terminal over the next 30 years in Emilianów range from 14 to almost 17 billion zlotys - Paweł Bukowski pointed out. He added that these analyses do not take into account other economic benefits, such as increased investor interest in the region.







Fot. European Union

Kosma Złotowski
MEP / EKR

**Bydgoszcz
in the core network
is a strategic goal**

Efficient traffic and especially freight transport is a key element in building prosperity and deepening economic integration. For this reason I fully support action to include Bydgoszcz in the TEN-T core network, because this project has no political colours. The petition supported by a number of local authorities representing over 2 million EU citizens, as well as the Association of Polish Regions of the Baltic-Adriatic Corridor, shows how this project is socially expected. In addition, there are factual reasons behind it, as the analyses directly show that Bydgoszcz will fulfil all the requirements for its baseline by 2030.



Parliamentary activity

16 May 2019 - Press conference in Bydgoszcz, in which MEP Złotowski appealed to local authorities to actively participate in consultations on the revision of the TEN-T network

19 January 2021 - discussion at a plenary session of the European Parliament, during which Mr Złotowski pointed out that the planned investment in Emilianowo places Bydgoszcz among the nodes of the TEN-T core network

29 January 2022 - participating in a discussion at the TRAN committee about the European Commission's proposal for the revision of the TEN-T. Mr Złotowski indicated that the December 2021 proposal, which did not take into account Bydgoszcz's potential, would need to be revised.

"I am convinced that the Bydgoszcz transport node, which is a part of the complementary network today, meets all the conditions to become an important element of the core network within the planned revision of the TEN-T" - excerpt from the speech at the plenary session on 19 January 2021.



6.2. Sieć kompleksowa: Linie kolejowe, porty i terminale kolejowo-drogowe Sieć bazowa: Linie kolejowe (towarowe), porty i terminale kolejowo-drogowe

BE BG CZ DK DE EE IE EL ES FR HR IT CY LV LT LU HU MT NL AT PL PT RO SI SK FI SE UK

6



Kompleksowe		Bazowe		Kompleksowe		Bazowe		Kompleksowe		Bazowe	
Kolej konwencjonalna / Zakończona		Kolej konwencjonalna / Do rozbudowy		Kolej długi / Prędkości / Zakończona		Do rozbudowy (jako kolej długi / prędkości)		Kolej długi / Prędkości / Planowane		Porty	
Kolej konwencjonalna / Planowane		Kolej konwencjonalna / Planowane								Terminale kolejowo-drogowe	



Łukasz Religa

President of the New
Amber Trail Association

The identification of Bydgoszcz as part of the TENT core network is a statutory goal of the New Amber Route. This is due not only to the historical traditions of the area dating back to the Amber Route in ancient times, but also to the current substantive conditions.

With the investments planned before 2030, Bydgoszcz as a rail and road node will also meet all the requirements for the TEN-T core network enshrined in Regulation 1315/2013.

Placing Bydgoszcz as a road-rail interchange TENT core network within the Baltic-Adriatic corridor is not only an important developmental stimulus for the city, providing an additional economic potential for the entire region, but also - in connection with the planned construction of an intermodal port in Emilianowo - has strategic significance for the development of intermodal transport in Poland and the real relief from the sea ports in Gdynia and Gdansk.



Rafał Bruski

Mayor of Bydgoszcz

The participation of local communities in the creation of the vision and efforts to make it a reality is worth emphasising. It is not often that local governments shoulder such serious challenges, from lobbying for investments to the willingness to actively participate in their implementation.

This is the best proof that the local government family can be successful in improving the well-being of its residents with government support.



Roman Jasiakiewicz

Councillor of Kujavian-
Pomeranian Voivodship

A glance at a map of Poland is enough to see that we are situated as a country on a line of communication routes connecting the north with the south of Europe and the west with the European countries of its eastern borderlands, and further afield with areas lying within the vast expanses of Asia. This location is a bonus, but also a challenge to develop this potential.

The location of the TEN-T node will not only significantly enhance these activities - it will make many of them possible. The historic amber trail should be given a new look, a solution for today, based on the TEN-T corridor, an intermodal port, highways and modernised railway lines. We will not have to wait long for positive effects.



Wojciech Oskwarek

Village Mayor
of Nowa Wieś Wielka



Piotr Kozłowski

President of Bydgoszcz
District Council

We are sure that the location of Bydgoszcz in the TEN-T core network will contribute to the economic recovery of the entire Kuyavian-Pomeranian region and will also be an element in the implementation of the low-carbon policy of the so-called Green Deal.

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