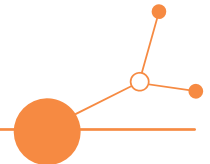


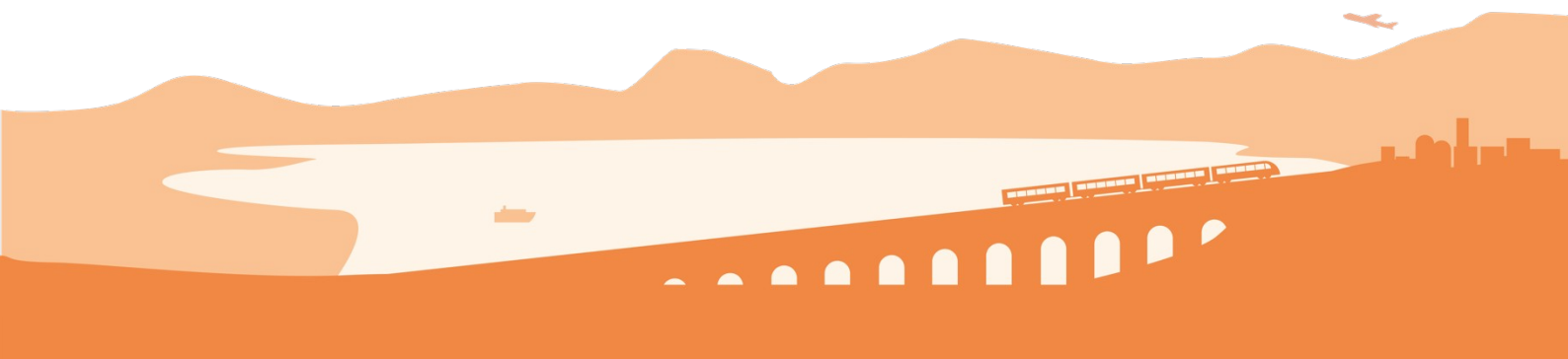
Piloting the Guideline for the Revitalization of feeder lines

D.2.3.2



Version 1

1 2025







A. General information

Involved Project Partners: T Bridge (Lead partner), Kordis, MARR, TMIL

Location of Pilot Project: siding between Blažovice and Mokrý Cement Plant located in South Moravia

Property of line: Privately-owned siding (Heidelberg Materials CZ)

Actual function of line: Freight Traffic (2-5 cargo train/week)

Guideline solutions:

The solution for revitalizing branch and feeder lines in rural areas is structured into a three-phase approach:

- Phase 1: Minimal Repair Measures
- Phase 2: Extended Route Upgrading
- Phase 3: Reactivation for Combined Passenger and Freight Traffic

Objective: Testing the guideline adopted (Phase 2 and 3) by accommodating passenger transport in the existing line while maintaining efficient freight operation

Main characteristics of Pilot Action:

- Phase 2: Electrification and installation of necessary signaling devices or alternatively make use of BEMU (Battery Electric Multiple Unit) technologies (for trains operating on non-electrified rail infrastructure)
- Phase 3: Combined Passenger and Freight Traffic, including construction of two new stops (Sivice and Holubice) equipped with platforms for passengers

Pilot project promoter: Kordis JMK

Stakeholders:

- o South Moravian Regional Government (Transport department and political representatives)
- o Siding and terminal owner (Heidelberg Materials CZ)
- o Potential Rail infrastructure operator (Správa železnic)
- o Local municipalities (Sivice, Pozořice and Holubice)

Estimated cost: 5,800,000 € (to be specified more precisely in later stage of the project)

Estimated duration: 5–10 years (subject to zoning and construction permits)



B. Background and Context

The South Moravian region, located strategically near the Baltic-Adriatic corridor (TEN-T), has long relied on a network of railway sidings to facilitate industrial freight transport. One such line connects Blažovice with the Mokrá cement plant, passing through municipalities of Sivice, Pozořice and Holubice, operated by Heidelberg Materials CZ, one of the most prominent cement producers in the region. Currently, the siding supports freight transport exclusively, handling approximately 10-20 trains per week carrying loose materials such as cement.

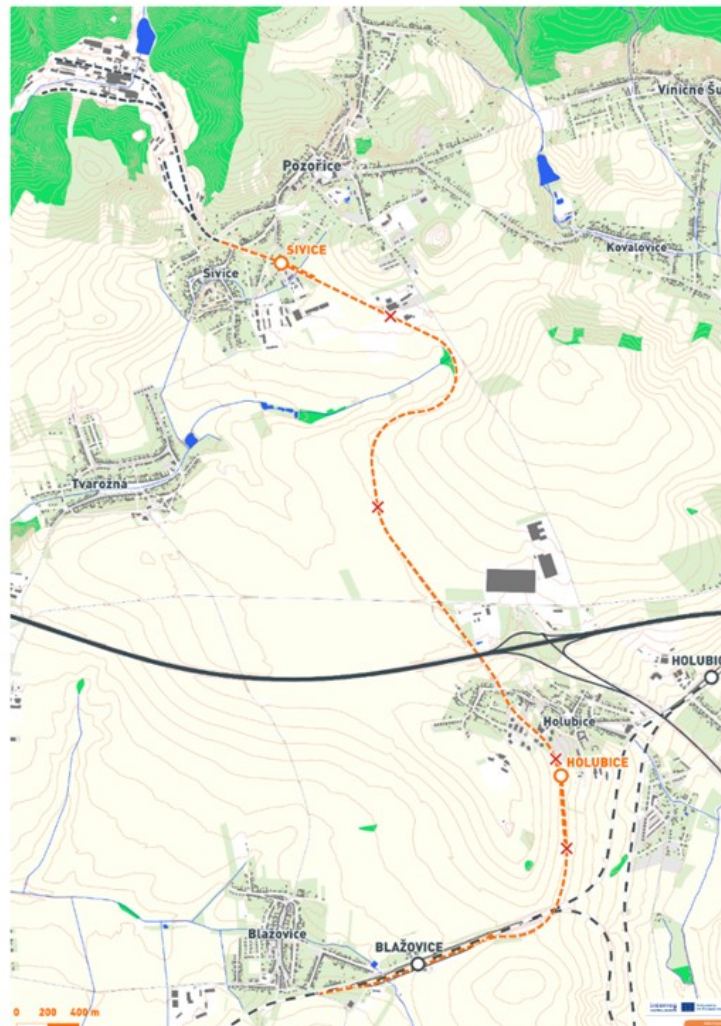


Figure1. Siding between Blažovice and Mokrá Cement Plant



Figure2. Marshalling yard in the Cement Plant

C. Problem addressed

Despite the economic importance of this infrastructure, the current railway siding is underutilized and faces challenges related to operational quality, speed limitations, and its single-purpose function. The absence of passenger transport forces reliance on road-based alternatives, increasing traffic congestion, emissions, and travel times for local commuters. The potential of revitalizing this line to



accommodate both **freight and passenger traffic** has not been fully explored, limiting opportunities for sustainable transport solutions and regional development.

D. Challenges and requirements

The realization of combined passenger and freight transport on the existing sidings in South Moravia faces the following political, planning and financial challenges and requirements, listed in order of priority:

1) **Strategy and planning alignment:**

- Convincing South Moravian Region to include the project in the Regional Plan of Public Transport Services Justifying the need (need to carry out analysis to identify travel time reductions)
- Convincing South Moravian Region to invest public money in a privately owned siding (need to emphasise that the new stops and operation of passenger trains are the public interest)

2) **Negotiations with Siding Owner**

- Reaching an agreement with the siding owner for the operation of passenger trains is crucial for the project's success

3) **Negotiations with Municipalities**

- Obtaining zoning permits from Municipalities and construction permit for new stops in two municipalities
- Obtaining approval from municipalities for the modernization of the track (Also environmental challenge for noise mitigation).

4) **Financial Requirements**

- Investment and maintenance costs
 - Private investment (owner of the siding) then rent,
 - or Public Investment (national Ministry of Transport)
- Train operation costs: If the siding is revitalized, the operation of trains will be financed by the regional government.

E. Methodology

To test the guideline and pilot action implementation processes, Kordis and MARR organized the first meetings in their regions to collect feedback from stakeholders in South Moravia and Małopolska,



presenting the three-phase approach to revitalize the feeder line and the pilot action to test the guideline.

South Moravia

Date: 10 January 2025 – informal meeting, March 2025 Capacity building workshop

Stakeholder involved: South Moravian Region (Transport department) Railway infrastructure operator

Małopolska

Date: 19 of December 2024

Stakeholders involved:

- Regional authorities: Marshal Office of Małopolska Region
- Regional entrepreneurship development and economic promotion:
 - Krakow Technology Park,
 - Business in Małopolska Center
- Local authorities and NGO's: Foundation of Rabka Region Development
- Investment and private sector development: Cushman & Wakefield
- Rail transport organisation (public): Office of Rail Transport



F. Challenges and outcomes of workshops

South Moravia

In January 2025, an informal meeting was held with representatives of the South Moravian Region. During this meeting, the potential further development of the pilot action was discussed, and several challenges were identified.

The most pressing issue is that the schedule for the construction of the nuclear power plant in Dukovany has not yet been fully confirmed. Various routes for transporting construction materials from Mokra Cement Plant to Dukovany are still under consideration, making it premature to make a final decision on supporting the pilot activity. Therefore, it has been recommended to wait several months for further clarification regarding project developments and suppliers.

Nevertheless, the challenges and outcomes of the pilot project have been discussed, as outlined below. In the coming months, we expect stakeholders to express their willingness to continue exploring potential demand for passenger transport in the municipalities near the siding.

Challenges

The most important challenge is to explain the sidings' owner the importance of the electrification and establishing an official station in Sivice.

In case the owner will agree, second and the most important challenge is to find sources for necessary construction works.

Further challenges are as follows:

- Which organization will provide the planning process
- The length of the procedure to obtain a building permit
- Who will be owner of the track and new technical equipment (platforms in stations, signalling devices etc.)
- Who will make maintenance of the track / station / other equipment

Outcomes

The challenges mentioned above must be discussed and decided first before the planning process can start. Under conditions of the Czech Republic, it is expected that these processes can take 3-5 years. Even if the discussions should take so long time, it still seems to be effective to discuss this idea at least.



Małopolska

Challenges

After consultations with the Regional Directorate of the Office of Rail Transport in Krakow - ORT (December 16, 2024), it was decided to use the study prepared by ORT: “*Consultations with the commodity market. Survey report. Office of Rail Transport. 2023*” when analysing the topics of thematic groups (SWL and Branch and Feeder Lines).

Additionally, the results of the stakeholder group meeting on December 19, 2024, were considered mutually complementary and authoritative for the entire railway industry in Poland.

The Consultations with the commodity market study involved 186 participants:

- 71 entities using rail transport services
- 67 railway carriers
- 12 organizations of entrepreneurs using railway services
- 36 representatives of sidings and siding users, infrastructure managers and other entities related to the railway industry interested in using rail transport in logistics

The challenges of rail freight transport in Poland are listed below in order of the number of indications identified by stakeholders in the survey

insufficient capacity of the PKP PLK (Polish State Railways Infrastructure Manager) railway network
insufficient capacity of railway sections leading from/to ports
difficulties related to modernization works on the PKP PLK network
inability to order routes for trains with a length of 740 m on selected sections
insufficient capacity of railway infrastructure at border crossings
limited availability of rolling stock
inability to operate trains within the maximum axle loads on selected sections
insufficient number of points to handle cargo

Outcomes

The solutions, identified by stakeholders in the survey, to increase the attractiveness of transporting goods by rail for freight transport are listed below in order of the number of indications

strengthening the role of railway transport in the transport development strategy in the country
increasing financing of development projects (purchase, modernization of rolling stock, infrastructure development, etc.)
increasing integration with other modes of transport



implementation of an integrated electronic trading platform
implementation of an automated customs information exchange system
strengthening cooperation with other participants of the transport process
increasing demand for the transport of specific groups of cargo
obligation to report on the environmental impact of railway companies' activities (ESG)

G. Lessons Learned

South Moravia

Since the official meeting could not take place, the results from unofficial consultations are presented as follows:

1. If the project has a high probability of being implemented, it is necessary to discuss it with local municipalities and update all relevant regional strategic documents accordingly.
2. It is also crucial to engage in discussions with the freight train operators' association (ŽESNAD) and the owner of the cement plant regarding the next phase of the project.

Małopolska

As part of the consultations during the meeting of stakeholders group, areas determining investment opportunities and development in the SWL and Branch and Feeder Lines sectors (highlight key amendments) were identified as decisive for the modernization and restoration of the importance of railway transport lines on a national and regional scale:

- 1. Reducing the costs of access** to railway infrastructure
- 2. Reduction (stabilization) of electricity costs** for rail freight transport.
- 3. Balancing the goals of strategic investments** - valorization of rail transport in infrastructure projects.
- 4. Increasing importance and financing of railway investments** in the EU strategy
- 5. Cooperation** of public institutions and market entities.

As part of the consultations during the meeting of stakeholders group, an opinion was collected on the proposed solutions for revitalizing branch and feeder lines in rural areas:

4.1) Phase 1: Minimal Repair Measures



OPINION: A highly important solution from a local perspective, crucial for maintaining the existing infrastructure. However, it has little significance in decisions regarding the development and modernization of railway connections in new and existing industrial areas.

4.2) Phase 2: Extended Route Upgrading

OPINION: A key solution for the valorization of rail freight transport. It requires coordinated efforts in spatial planning, the designation of new industrial areas and the strengthening of railway transport's role in the national transport development strategy. This presents a challenge for investment area managers and local authorities.

4.3) Phase 3: Reactivation for Combined Passenger and Freight Traffic

OPINION: Necessity to change (revalorize) strategic goals on a regional and national scale:

- regional and local administration prioritize passenger transport
- public operators focus on maintaining (renovating) the existing condition
- economic entities (enterprises) are not involved in investment decisions, and they choose "easier" methods of transport.

The possibility of combining Passenger and Freight Traffic is not currently considered in public discussions about regional development.

H. Next steps

South Moravia

Official meeting with the stakeholders is planned if the representatives of the South Moravian Region will be in line with the proposal.

The owner of the track will be addressed, and the project will be presented.