

From analysis to execution

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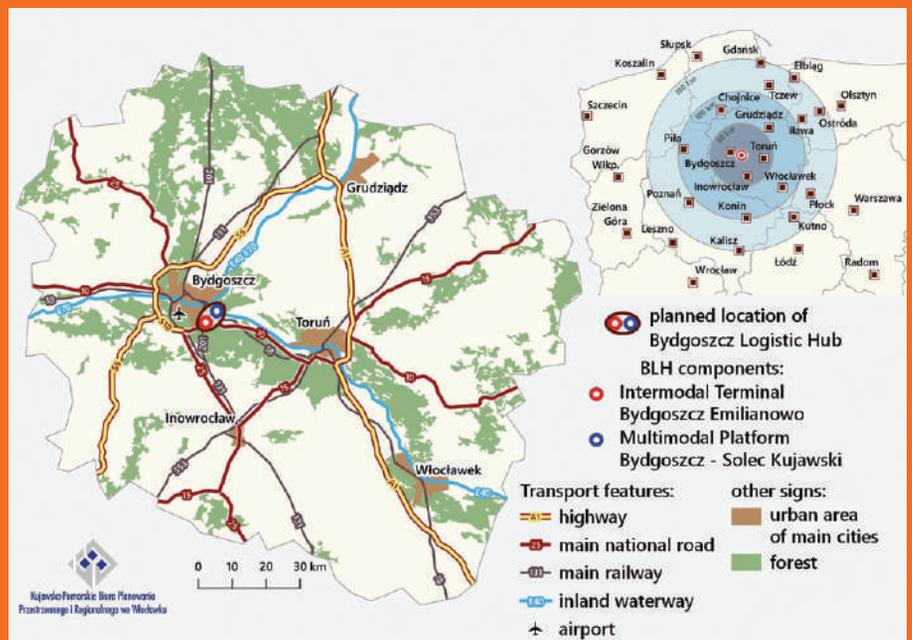
The Kujawsko-Pomorskie region, situated alongside Europe's main transport routes, is well-suited to house complex logistics and storage centres as well as for the development of transportation solutions that combine rail, road, and inland waterways. As such, the local government has initiated studies aimed at creating a large logistic node in the Bydgoszcz area, which would comprise the Vistula River-located tri-modal Bydgoszcz-Solec Kujawski Multimodal Platform (incl. logistics and storage facilities) and the road-rail Bydgoszcz Emilianowo Intermodal Terminal, a modern freight upgrade to the Bydgoszcz Emilianowo Railway Station.

The first step included carrying out a Location Study for the Multimodal Platform (read more in BTJ 5/18's *The right location. Multimodal platform in the Kuyavian-Pomeranian Voivodeship as a part of the EMMA project*), which specified the optimum location for an inland port on the Vistula River. Simultaneously, further studies were instigated to adapt the Bydgoszcz-Emilianowo Railway Station to serve as an intermodal terminal as well as prepare the investment for implementation. Next, the local government had to include both investments, bundled as the Bydgoszcz Logistic Node (BLN), in its strategic and planning documentation, i.e., the *Regional Development Strategy Until 2030* and the *Drawing up of a Spatial Development Plan for the Kujawsko-Pomorskie Region*.

Step-by-step

As part of the EU-backed international project COMBINE – Strengthening the Role of Combined Transport in the Baltic Sea Region (within the Interreg Baltic Sea Region Programme), the Kujawsko-Pomorskie region has prepared a study with regard to the last mile concept for the planned BLN. Ultimately, this document will constitute another investment implementation stage; at the same time, it will serve as an offer addressed to both logistics operators and companies located in the BLN's vicinity, showcasing the considerable economic potential of this part of the region.

To assess the growth potential, the possibilities and prospects for trade flow development to and from Western and Eastern Europe, Scandinavia, and China have been analysed. In addition, the existing modes and means of transport in the relation between the BLN and the most important economic hubs in Poland



have been identified; their size and characteristics, time and cost of transport, available infrastructure, and the economic potential of the market and operators present on it have also been determined – all in order to map the supply chain to be channelled through the BLN (incl. last-mile deliveries).

These tools will allow to optimise the future flow of goods and help to define the BLN's basic functions. Owing to the performed analysis, the last mile transport service requirements will be identified; the choice of modes and means of transport and the possibilities of configuring (alternative

connections) the supply chain will be determined as well. Furthermore, the analysis will make it possible to determine the estimated cost of the supply chain, including that of using inland waterways in the operations of the BLN, a key differentiator that will create a competitive advantage over other logistic centres in Poland.

Further steps towards the investment's implementation will include establishing a project team, engaging stakeholders, and, ultimately, setting up a special purpose vehicle that will coordinate the investment process

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