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INLAND TRANSPORT COMMITTEE

Working Party on Transport Trends and Economics
(Fifteenth session, 2- 4 September 2002,
agenda item 5)

REPLIES TO THE QUESTIONNAIRE ON TRANSPORT DEVELOPMENT

Addendum 1

Transmitted by the Government of Poland

Note: At its fifty-ninth session the Inland Transport Committee, following an earlier decision taken at its fortieth session (ECE/TRANS/42, para. 45), agreed to circulate the questionnaire on the most significant criteria for the determination of new and important developments with regard to inland transport in the member countries of general interest to Governments (ECE/TRANS/119, para. 52).

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SECTION A

Part I

1. The main objectives of Poland's transport policy are:
 - decoupling economic growth and demand for transport,
 - achieving more sustainable transport system (among others through internalization of external costs and introducing of rule "polluter pays"),
 - developing transport infrastructure, especially in the context of Poland's accession to the EU,
 - increasing safety of road transport,
 - strengthening management structures in transport,
 - transforming transport enterprises through ownership changes and restructuring to make them more competitive,
 - increasing the role of local government in forming regional and local transport policy.

On 29 January 2002 the Polish Government adopted the programme "Enterprise-Development-Work", whose aim is to promote economic growth, socio-economic development and to fight unemployment. One of its three pillars is the programme of infrastructure development. The development of infrastructure, also a transport one, is seen as one of key elements for inducing economic growth and prerequisites for successful integration of Poland in the European Union.

Objectives for road transport:

- to speed up of construction of motorways and expressways national network,
- to strengthen pavements on roads of international importance for standard EU axle load of 115kN/axle,
- to build bypasses around cities on national roads,
- to build bridges and to accommodate those already built for higher axle load,
- to facilitate access to border crossings.

Objectives for rail transport:

- modernization of railway lines especially the AGC and AGTC network,
- modernization of railway border crossings.

Objectives for seaports:

- facilitation of access to seaports both from sea and from land.

Inland navigation:

1. In 2001 the law on multi-year "Programme for Odra river - 2006" was passed. It foresees that up to year 2016 investments of about 9 billion PLN (€2,2 billion) in the river Odra basin will be carried out. Some of these investments will also improve conditions for inland navigation on the Odra river.
2. On 20 October 2001 the Council of Ministers issued a decree on establishment of Ministry of Infrastructure. The scope of activity of the Ministry comprises of transport, communication, construction and housing.

On 1 April 2002 the Motorway Construction and Exploitation Agency and General Directorate of Public Roads were merged into the General Directorate of National Roads and Motorways. The main reason for the merger were a change in plans for the financing of the construction of motorways (more in point III.14).

The law of 6 September 2001 on road transport has established that Road Transport Inspection. Inspectors have the right to control vehicles, proofing if allowable weights and dimensions are not exceeded, if all documents required for performing road transport are present, and if regulations on working time are observed.

3. Road safety

On the basis of the findings of the programme GAMBIT 2000, the Polish Government approved the National Road Safety Programme in May 2001.

The overall aim is to achieve an effective and sustainable improvement of road safety conditions, mainly in terms of the number of road fatalities. The goal is to reduce the number of fatalities from 6500 in the year 2000 to 4000 in the year 2010. This shall be attained through implementation of long-term and short-term tasks of two types:

- establishing a countrywide road safety structure; and
- implementing road safety countermeasures.

At executive level, the program provides for major orientations for specific measures to be taken against factors identified as major road safety Hazards in Poland, which are being targeted as seven problem areas:

excessive speed;
young drivers;
unprotected road users;
drunk road users;
accident severity;
roads passing through small towns; and
black spots.

Based on the road safety diagnosis and forecasts, guidelines for an effective road safety policy were formulated. It was assumed that road safety improvement efforts should be primarily focused on:

- »implementing road safety measures within the seven problem areas.
- »establishing basis for an effective and long-term road safety policy.
- »gaining public and political support to road safety initiatives.

The Programme is designed to foster the right conditions for sustainable improvement of road safety. This can only be achieved through a comprehensive implementation of road safety measures by all levels of Government' administration and local authorities.

Considerable legislative efforts have been undertaken and a number of road safety related regulations have been adopted. On January 1st 2002 a new amendment to the Highway Code has entered into force. It introduces or amends among others: obligation to use protective devices (safety seats) for children under 12 years of age, privileges for school buses and tramways, regulations on traffic of bicycles and creates legal framework for road safety administration in Poland with National Road Safety Council as a central organ (it exists on the basis of Council of Ministers' decision since 1993).

Apart from the new highway code the following laws have been recently adopted: law on road transport (bringing into existence the road transport inspectorate), law on driving time and law on national medical rescue (providing for an integrated rescue system).

Traffic education has been introduced into primary school curricula; nationwide contests on road safety knowledge have been organized for primary schools and separately for secondary schools. Traffic guards were mobilized to ensure safe street crossing in the vicinity of schools and a nationwide campaign "safe road to school" undertaken by the Ministry and supported by private sector is providing children with reflective elements.

Several publicity actions and media campaigns have been coordinated and co-financed with participation of NGOs in order to raise awareness among society and decision-makers. Focused publications and magazines are issued to enhance knowledge and understanding of road safety.

Environment

Due to different measures, covering both taxes and technical norms structure of fuel consumption in Poland has been radically changed. Less than 10 % of sold petrol is leaded. A decree of Minister of Economy banning production and sale of leaded petrol is currently prepared. Content of sulphur in diesel fuel produced in Polish refineries has been also decreased. The share of vehicles using LPG fuel, among them city buses and taxis steadily rises.

To alleviate negative impact of transit traffic in cities a programme of construction of by-passes is being continued.

From 1997 charges that are levied on enterprises for using environment also include pollution from vehicles.

4 The main objective for urban transportation in Polish cities is to develop a sustainable transport system and to fight road congestion particularly in central areas. Major developments towards achieving these goals concern:

- construction of systems of outer and inner city by-passes, which will lead transit traffic out from cities' centres;
- developing of rail transportation systems using various technologies: subway (in Warsaw), tramway (especially so-called fast tramway lines), and railway;
- introducing of no-parking and paid parking zones to discourage use of private cars in cities'

centres.

5 Import taxes and other taxes and charges (for example insurance) are differentiated due to capacity of engine and age of car, which affects consumption of fuel. The rising prices of fuel, resulting from rising taxes, have also contributed to the more rational use of transport services.

Part II

6. Polish road transport fleet is becoming less pollutant because of steady modernization, during which old vehicles are replaced with new ones compatible with emission norms EURO1, EURO 2 and EURO 3.

7. After entering into life the Law on restructuring, commercialization and privatization of the Polish State Railways (PKP) (8 September 2000), a process of restructuring of PKP began. On January 1 2001 PKP became a joint-stock company (PKP S.A.) with a full State ownership. During 2001 a whole range of daughter companies of PKP S.A. were created. The most important of them are: PKP Cargo, Polish Railway Lines (infrastructure manager), PKP Intercity and PKP Regional Passenger Transport. PKP Employment was cut from about 162.000 to 152.000 employees by the end of 2001.

One of the aims of the restructuring process of PKP was to end cross-financing of passenger transport operations from the revenues from freight transport operations. A new scheme of financing regional passenger transport has been introduced based on regional contracts made by operators with voivodship local government. Restructuring of PKP would be mostly financed by the emission of bonds guaranteed by the State treasury.

However, not all planned operations have been completed and not all negative tendencies have been stopped. Amendments to the law are being prepared to change the rules of management of the PKP holding and to ensure that all necessary operations will be performed on time.

8. Legal conditions for functioning of combined transport analogical to ones existing in the EU countries were set up:

- AGTC lines are modernized from the State budget.
- tax exemptions for vehicles used in combined transport have been introduced.
- vehicles performing road sections of combined transport have been exempted from the weekend traffic ban.
- combined transport operators receive additional permits.
- investments in terminals can be financed from the State budget or in cooperation with private investors.
- in 2000 the State budget financed the purchase of railway cars for combined transport.

11. Together with experts from Germany and Hungary subjects are prepared for the 6th Framework Programme. The main objective for choosing proposals is the ability to use the effects of work in practice. Following thematic groups have been outlined:

- logistics centres.
- urban transport logistics.
- transport chains.
- security and monitoring.

- public-private partnership,
- information architecture and multimodal transport management,
- great velocities.

Part III

12. Recently main works on road network were carried out on motorway A4 (E 40). In 2000 the section Wrocław-Nogowiczce (160 km) was completed. Also on motorway A2 (E 30) works are being continued.

However, little progress in creating a network of motorways and expressways compatible with the road network of the EU has prompted the new Polish Government to introduce a plan for dynamization of construction of a modern road network in Poland. Plans foresee that up to the year 2005, 550 km of motorways, 200 km of expressway and 40 city by-passes will be built and 15,000 km of roads will be modernized for the EU norms of axle load. Maps with projected development of road network compatible with the European standards are attached.

Rail major investments are also for envisaged. Primarily works will be concentrated on lines E 20 and E 30, where already some major investments have been completed. After accession to the EU work will be also carried out, among others, on lines E 65, E 59 and E 75. A map of the projected state of the rail network compatible with the EU standards for year 2010 is annexed.

13. The main objective for determination of importance of infrastructure investment in Poland is the creation of a transport network integrated with the network of the EU, with the high level of standardization and harmonization and enabling well-functioning linking of Polish regions with other European regions.

For road network objectives are also minimizing potential risks for safety of traffic and minimizing the negative environmental impact of enlarged traffic.

For railway investment following objectives are also important:

- ?? reduction of exploitation costs by restoring proper technical and exploitation parameters,
- ?? raising attractiveness of railway transport by improving its quality (punctuality, time of delivery),
- ?? rising accessibility on regional level and development of public services (commuting to work and educational facilities),
- ?? raising competitiveness of railway transport comparing to other branches of transport and enlarging the share of railway transport in total volume of transport.

14. Financing the ambitious programme of construction of the highways and expressways network requires finding new sources of funds. A system of vignette charges will be introduced for usage on some national roads. This will enable road users to participate in the process of construction and modernization of the Polish road network.

The main co-financing institution will be the National Motorway Fund (NMF). The State Treasury will guarantee emission of bonds and taking commercial credit by NMF and will supply the fund with shares of State-owned companies. Bonds will be addressed to long-term investors, for example to pension funds.

Other sources of financing include:

- ?? budgetary funds, among others share of revenues from fuel excise,
- ?? resources of concessionaries participating in PPP programmes,
- ?? aid from the EU's ISPA fund,
- ?? IFI's loans,
- ?? resources from future revenues from sale of vignettes,
- ?? resources from sale or rent of some State treasury property,
- ?? resource from structural funds and Cohesion Fund of the EU already in the first year of membership,
- ?? resources from the civil part of possible military offset programmes.

The main resources for work on the rail network will come from EU funds. It is planned that financing from ISPA fund (together with Polish co-financing) will be about 735 million Euros and financing from structural funds and Cohesion Fund (also with Polish co-financing) up to the year 2007 will be about 1,500 million Euros. Besides the budget will be financing additional investments of worth about 900 million Euros.

SECTION B

A Employment broken down by mode of transport (numbers)

	1999	2000
Rail	194264	169488
Road	200608	195354
Inland waterways	672	768
Pipeline*		

B Total investment in transport sector (million national currency)

		1999	2000	% of GDP
Rail	Infrastructure	4783	4885	0,8
	Equipment*			
Road	Infrastructure	3348	4091,5	0,7
	Equipment*			
Inland waterways	Infrastructure*			
	Equipment*			
Pipeline	Infrastructure*			
	Equipment*			
Container transport equipment*				
Urban transport by agglomerations*				

C. Volume of passenger transport (1000)

		1999	2000	% of pas/km
Rail	Total	32,4719	291,949	91,6
	Urban transport*			
Road	Collective	1,000,568	954,515	95,4
	Individual*			
Air transport	Domestic	399	455	109,6

D. Volume of freight transport

		% to 1998	% to 1999	Volume
Rail	Total		100,2 %	54,4 billion t/km mln tonnes
	National	95,1	93,3	
	International- loaded	69,9	114,6	
	International- unloaded	82,5	117,1	
	Transit	83,7	106,1	
Road	Total		101,4	72.8 billion t/km
	National	100,8	101,0	
	International- loaded	105,3	101,6	
	International- unloaded	103,8	116,9	
	Transit	63,9	103,7	
Inland waterway	National	66,9	110,8	10.4 mln tonnes
	International- loaded	124,4	103,4	
	International- unloaded	83,8	183,9	
	Transit	81,9	115,0	
Intermodal transport			105,9	
Pipeline			103,5	44.3 mln tonnes

E Length of networks (in thousand kilometres)

		1999	2000
Rail	Total	43 430	41 960
	Non-electrified	17 424	16 278
	Electrified	26 006	25 682
Road	Total	37 1729	372 977
	Hard surface	248 712	249 828
	Motorways	317	358
Inland waterways	Total	3813	3813
	Rivers	2553	2553
	Lakes	315	315
	Affected inland waterways	945	945
Pipeline		2 278	2 278

F Transport equipment - Railway rolling stock

Number of pas. Carriages (1,000)		Number of seats and sleeping berths(1,000)		Number goods vehicles		Capacity goods vehicles (1,000) tonnes	
1999	2000	1999	2000	1999	2000	1999	2000
324,719	291,949	703	673	96,026	94,355	4,714	4,744

G Transport equipment – Road (1,000)

Total		Passengers car		Buses		Lorries and vans		Road tractors		Motorcycles	
1999	2000	1999	2000	1999	2000	1999	2000	1999	2000	1999	2000
13169	14106	9283	9991	79	82	1598	1783	85	96	804	803

H Transport equipment - Inland waterways for goods transport

	Number		Capacity in tonnes	
	1999	2000	1999	2000
Barge self-propelled	113	105	52,7771	49,090

* No data available.







