



MINISTERSTWO
INFRASTRUKTURY I ROZWOJU

Poland – railway investments concept for 2014 – 2020

Warsaw, 9 June 2014 r.



- ➔ Long Term Development Strategy Poland 2030. Third Wave of Modernity
- ➔ Strategy of National Development 2020. Active society, competitive economy, efficient state
- ➔ Concept of Spatial Development 2030
- ➔ National Strategy of Regional Development: regions, towns, rural areas
- ➔ Strategy of socio-economic development for Eastern Poland up to 2020

- ➔ Transport Development Strategy (TDS) up to 2020
(with perspective to 2030)
One of nine sectoral strategies; main goals are:
 - ➔ creation of integrated transport system by **investments within infrastructure**,
 - ➔ creation of encouraging conditions for successful functioning of transport markets and development of efficient **transportation systems**



TDS – medium term planning document, sets **goals, intervention directions** and **the most important actions** needed to take to meet the challenges facing the transport sector in the first half of the XXI century.



Filling by the PL ex-ante conditionality
of the EU 2014-2020 financial perspective



**OPERATIONAL
PROGRAMMES**



**IMPLEMENTING
DOCUMENT**
for TDS - 2020/30





TDS adopted by the Council of Ministers (CM) – 22nd January, 2013

Operational Programme (OP) Infrastructure and Environment (OPIE) 2014–2020

Project of this document adopted by the Council of Ministers on 8th January, 2014 and passed to the European Commission.

Implementing Document for the TDS

Strategic environmental assessment procedure finalised. Currently, the analysis of the comments submitted by the European Commission, which will allow us to formulate the final version of the document to refer to the CM. The next stage is the legislative route and adoption of the document by the Council of Ministers.

National Railway Programme 2014 – 2023 (working name)

Just as is the case for the current programming period, the formation of an appropriate multi-annual program covering all investments on railway lines. Work on the program has been taken and we expect a preliminary version of the document - the process must be correlated with the development of the Implementation Document. at the end of June

Changing the Resolution on the establishment of Multi-annual Programme of Rail Investments (WPIK) 2015

Necessary to take in order to demonstrate adequate maturity of projects submitted to the competition "Connecting Europe Facility" (CEF) and confirm the interest of Poland execution of projects (in the first competition six railway projects), and in particular to ensure their funding.

The draft amendment has been developed and is currently in the process of consultations before referral to the CM.



The key instrument for financing the development of the TEN-T will be a new mechanism
Connecting Europe Facility (CEF)

CEF 2014–2020 means over 26 billion EUR on Pan-European investments



Over 11 billion EUR on transport **infrastructure** from the Cohesion Fund
The amount for investments made by the Cohesion States, including Poland



In 2014, 2015 and 2016 will be the so-called function “National Envelopes”

Projects of Cohesion States will not compete for funding. Will be sufficient to meet the criteria for so-called maturity of the project, as well as entering into a strategic directions of development of the TEN-T

From 2017 National Envelopes will be abolished. To receive funding will be necessary to not only meet the above criteria, but also to get a high score enough to find a group of projects (from all EU Member States, which is addressed in CEF) located in a specific envelope for contest



Measures **OPIE 2014-2020** for investment in the transport sector is **more than 19.8 billion €** (72% of the total allocation)

For rail projects in the **TEN-T network**, implemented under investment priority 7.1 - more than **3.2 billion €**

CEF measures within the "envelope" of the **Cohesion Fund** for Poland, the use of the end of 2016 - approx. **4.4 billion €** , of which rail transport - approx. **3.4 billion €**

Moreover, within the investment priority 7.4 on rail projects in the TEN-T will be allocated approx. **0.9 billion €**. Within Eastern Poland we plan to achieve **0.3 billion €** , and from the ROP even **0.6 billion €**.



During the first call for the CEF proposals in autumn 2014, Poland intends to report 6 projects: :

- **E 59 Wrocław – Poznań, stage IV, border of Lower Silesia – Czempień – approx. 1,6 billion PLN;**
- **E 20 Warsaw – Poznań – other works, Sochaczew – Swarzędz – 2,6 billion PLN;**
- **Warszawa Włochy – Grodzisk Mazowiecki (line # 447) – 350 mln PLN;**
- **Line „peripheral” in Warsaw (section Warszawa Gołębki/Warszawa Zachodnia – Warszawa Gdańska) – 500 mln PLN;**
- **E 75 Sadowne – Białystok along with remaining works on Warszawa Rembertów – Sadowne section – 3 billion PLN; and**
- **E 59 Poznań Główny – Szczecin Dąbie – 2,2 billion PLN.**



For the implementation of the above tasks will be necessary to secure the amount of **more than 10.2 billion PLN ~ 2.5 billion €.**



OP Infrastructure and Environment 2014 – 2020

Railway projects in the TEN-T (sample projects: CE 59 Wrocław - Szczecin, E 20 Warszawa - Kutno, line # 8 Warka - Radom, E 30 Kędzierzyn Koźle - Opole, line # 7 Otwock - Lublin, Warsaw “diametrical” line - full listed in the Implementation Document).

Will also be implemented rail projects out of the TEN-T. In addition, support will be provided to improve the safety of rail traffic and investments related to the improvement of the technical condition of engineering.

Regional Operating Programmes (ROP) 2014 – 2020

Investment in railways of regional importance, supply traffic towards TEN-T network and improve their safety

*Examples of project proposals that are being discussed with the Marshals provinces:
Gorzów Wielkopolski - Krzyż, Gdynia - Kościerzyna, Zawiercie – Tarnowskie Góry*

OP Eastern Poland 2014 – 2020

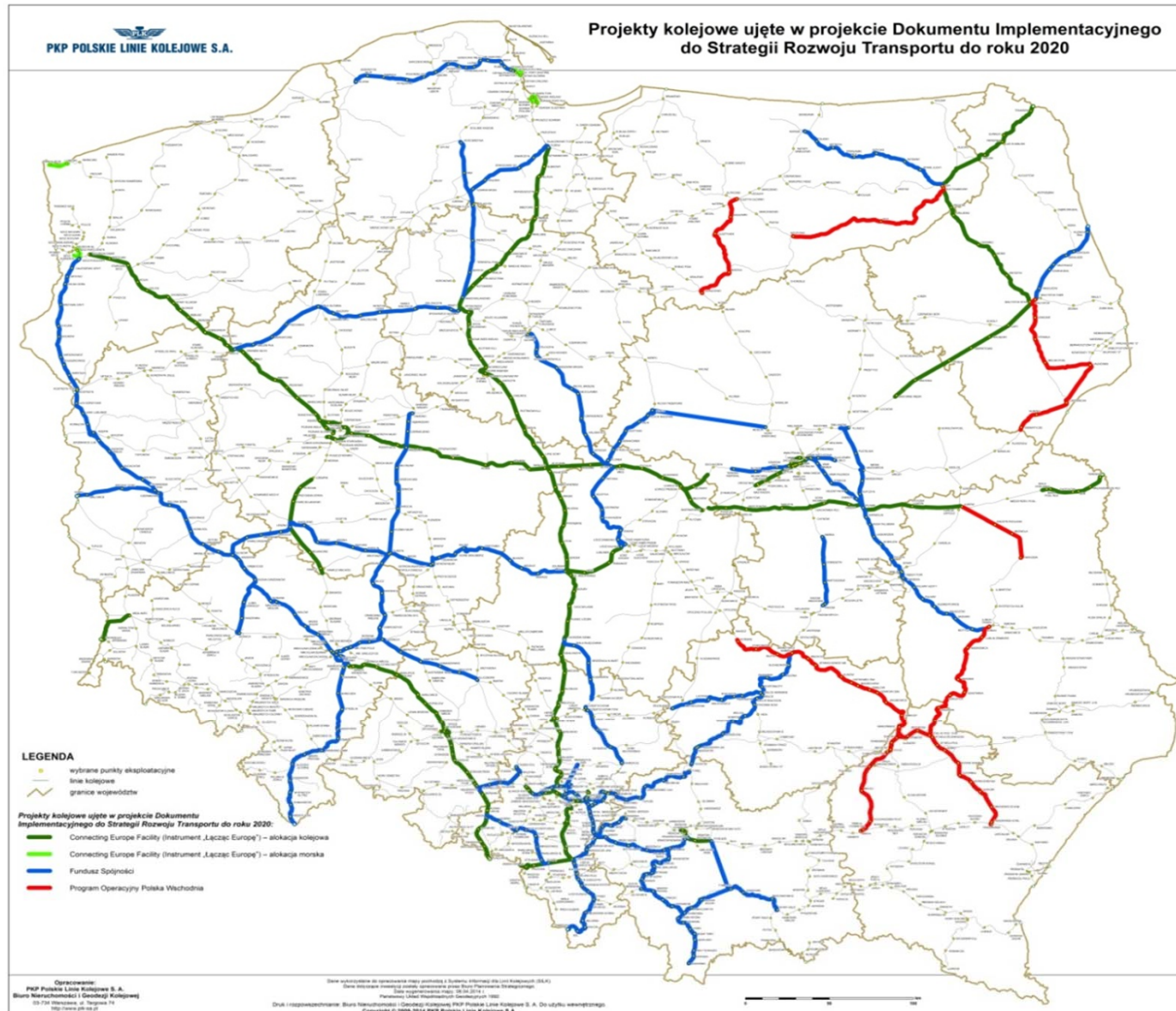
There will be also realized investments in rail infrastructure line (reconstruction of tracks and catenary, together with the rest of the infrastructure, including improving of automation systems)

*Examples of project proposals that are being discussed with the Marshals provinces:
Lublin - Stalowa Wola - Rozwadów, Białystok - Hajnówka - Czeremcha*



Taking into account the **rule** of the new EU perspective the **n + 3**, the list of operational objectives to be achieved in the rail transport sector in 2023 include:

- **to modernize approx. 86% of the core and approx. 45% of passenger complex network TEN-T ;**
- shortening the **average travel time** of passenger transport between provincial centers **amounting to 1 h 50 '(by 33% on average);**
- **to modernize approx. 90% of the core and approx. 60% of comprehensive TEN-T freight network;**
- ensuring the **constant speed** of trains going **over long distances;**
- enabling (after completion of modernization) driving long trains **(740 m)** with axle load **221 kN;**
- **improving throughput on entrances / exits to / from the agglomeration;**
- **completion of the modernization of the basic traffic routes, where works started in the current EU financial perspective (2007-2013).**





Apart from the linear projects in the Implementation Document it is also provided to implement the following **multi-location investments**:

- implementation of **modern signalling systems (ERTMS)** on the lines on which it has not been done within the projects of modernization / rehabilitation;
- continuation of the **program to improve safety** at road-rail intersections;
- adaptation of the infrastructure of the passengers service to the needs **of people with limited mobility**;
- continued efforts to improve the **standard of passenger service**, including modernization of railway stations;
- purchase or upgrade (both at the national and regional levels) passenger and freight rolling stock;
- **intermodal projects**, including the purchase of rolling stock.





- In order to build a communication platform at the strategic level with Contractors, PKP PLK SA (dominant manager of the railway network in Poland) appointed Investment Forum (Dec. 2012). Within the Forum consists of representatives of companies (design, regulations, engineers, suppliers, etc.), Ministry of Infrastructure and Development and other public institutions involved in the investment process. The Forum aims to build solutions governing the investment process acceptable to both - the Investor and Contractors.
- Prepared by the MliR *Implementation Document for Transport Strategy 2020 (with the prospect of 2030)*, which is a detailed strategic plan for investment, improving the preparation, implementation, monitoring and settlement of transport investments in the years 2014 - 2020, thus helping to ensure that the capacity of the beneficiaries, including PKP PLK SA, and the various institutions involved in the implementation of transport projects.



In order to improve the capacity of PKP PLK SA for the effective implementation of investment projects in the *Implementation Document* there have been identified a number of actions, of which the most important are :

1. Investment preparation

- improving the organization of work and the flow of information, strengthening oversight of contractors of pre-documentation, determine the rules and procedures for the supervision timeliness, quality and acceptances commissioned project documentation and to strengthen the competence of the teams directly responsible for the investment,
- determine the procedures for obtaining administrative decisions and supervision of the process, the implementation of approaches to improve the organization of work in the field of environmental protection and strengthening activities related to carrying out public consultation,
- mandatory inclusion of a qualitative nature offers for the pre-project works in the tender documentation selection criteria,
- implementation of a tool for performing traffic forecasts (the so-called traffic model);

2. The investment execution

- restructuring and reorganization of the investment division,
- implementation of modern methods of project management.



MINISTERSTWO
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Wishing us all many efficient
infrastructure investments

Thank you for your attention

Jerzy Kleniewski

Counsellor to the Minister

Ministry of Infrastructure and Development



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