

TRANSPORT SITUATION IN POLAND 2009

1. Traffic trends

The goods transport in 2009 noted a slight decrease. The general volume of goods transported from January to October fell by 4,9 % in comparison with the same period of the year 2008. For particular modes the results for the same period are: railways: - 14,5 %, road transport: + 2,7, inland waterway transport: + 6,8%.

The passenger transport experienced a harder fall. For the period from January to October 2009 total number of passengers by all modes of transport in Poland fell by 13,8% in comparison with the same period of 2008. For the railway transport there was a decrease of 2,9%, for road transport a decrease of 19,3 %.

Inland navigation is the only mode of transport which showed a significant growth in 2009. Due to favorable natural conditions on main inland waterways and lack of icing the navigation season was longer as in previous years.

Road traffic safety in Poland – basic indicators January – October 2009

	I- X'2008	I- X'2009	I-X'2008 = 100%	+ / -
Accidents	40 947	36 797	89,9	- 4 150
Killed	4 438	3 739	84,2	- 699
Injured	52 279	47 101	90,1	- 5 178

2. Obstacles to the development of transport

The main obstacle to higher growth of turnover for inland navigation is still the poor waterway conditions and its low navigability. There are often both low level of water and rising costs of using inland waterway transport infrastructure including locks.

But new prospects emerged for that mode of transport. Together the Ministry of Infrastructure and the National Waterway Management Authority (KZGW) initiated preliminary studies on long-term program of the modernization of inland waterway infrastructure. Those efforts are linked directly with the "Program for Odra River 2006" and National Reforms Program (KPR) for implementing the Lisbon Strategy for 2008-2011. A draft feasibility study together with a strategic assessment of environmental impact should be ready at the end of 2010.

3. Good practices in the transport sector

New financing scheme for road investments

New system of financing of national roads, with the exception of such roads in the large cities (cities of powiat (county) status), outlined in the *Law on amendment of the law on toll motorways and on National Road Fund and on amendments to some other laws* from 22nd May 2009, takes the burden of financing road investments largely from the state budget and puts it on the National Road Fund (KFD). Therefore there are two sources for financing road infrastructure in Poland: construction and development of infrastructure is financed by the KFD, renovation and maintenance works are financed from the state budget.

Accordingly with the premises of the Law of 22nd May General Directorate of National Roads and Motorways receives resources from the state budget for study and documentation works for the purpose of roads and motorways construction, real estate acquisitions and management, compensations, forest protection duties, consolidation and swap of real estate, archaeological and environmental works as well as for management and maintenance of road network

KFD finances construction and development of road infrastructure. Accordingly to the Law the yearly finance plan of the KFD is created with allotment by expenditure assortments according to the investment priorities such as motorways, continuing projects, "EU" projects and obligations related to international agreements. Financing values are assigned to the assortment groups and not to the particular investments,. They are aggregated on a quarterly basis which enables flexible expenditure accordingly with the current needs.

As the result of this new scheme no spending cuts occurred in the road investment program. KFD takes its resources from the EU funds, from the emission of bonds and from loans from IFIs. The current mechanism is planned to be used beyond the period of crisis.

Program of Abolishment of Dangerous Points on Roads (PADPR)

PADPR was introduced due to the high risk of accidents and the bad state of the safety infrastructure on the roads under the administration of local governments.

The aim of PADPR is to reduce the number of accidents, its casualties and number of collisions on the voivodship, powiat (county) urban and communal roads through the reconstruction of crossroads and the sections of roads with the highest occurrence of accidents. Program's aim is also to promote among local governments good practices in improving safety of road infrastructure and encouraging them to provide resources for the

sections which need urgent reconstruction.

Ministry of Infrastructure co-finances these investments through resources from the World Bank and the EIB loans by refunding some of the expenditures incurred by local governments.

Basic data concerning the program:

- **369** projects for infrastructure improvement on roads under the administration of local governments scheduled for **2005-2009**;
- Total value of planned projects: **over 410 mln zł.**;
- **Total value of planned refunds: 190 mln zł.**;
- **366** projects completed by **30.06.2009**;
- **Program is advanced in 95%**;
- Total investment accomplished: almost 387 mln zł.;
- Total refunding accomplished: 159 mln zł.

The analysis after one year from reconstruction on the sections completed in 2005 shows:

- **average decline of accidents by 66%,**
- **average decline in injuries by 68%,**
- **average decline of death casualties by 91%,**
- **average decline of collisions by 48%.**

Decrease of fatality ratio of road accidents by 2/3 – from 9 death casualties for 100 accidents to 3 death casualties for 100 accidents.

The special case in the Program is the project „Dutch Town”, based on reconstruction of part of the road infrastructure in the city of Puławy to improve road safety. That project was co-financed by the Ministry of Economy of the Netherlands.

The aim of the Project was to reduce the number of accidents and their casualties by calming traffic in the area of housing quarter and the nearby main exit road with a high traffic density. The project has been designed on the basis of the best practice used for road infrastructure design in Netherlands:

- ensuring the safe way to school, work and public utilities;
- regulation of the traffic velocity.

It is planned to use solutions used in Puławy project for the series of training

sessions for the engineering staff of road management units and traffic management units and also for designers to change the mindset on designing roads in built-up areas and on calming traffic. Solutions from Puławy will be used to verify the regulations on calming traffic as well as national guidelines for this aim and in the book of best practice "The rules for traffic calming on roads by physical and technical means".

4. Transport infrastructure investment

In the budget of Ministry of Infrastructure for 2009 were expected the following assets (state on 30.11.2009)

1. on railways

- modernization, building and rebuilding of national railways: 450 561.0 thous. zł

2. on national roads

- investments in road infrastructure: 6 191 519.4 thous.zł

3. sea ports

- investments in port infrastructure: 70.278.7 thous. zł

The total amount of assets concerning expenditure on infrastructure scheduled in State Budget 2009 is 6,7 billion zł. Road investments are financed mainly from the National Road Fund (KFD) and their value for 2009 is 18 billion zł. Together, value of all infrastructure investments in Poland in 2009 amounts to the 1,5 % of GDP.

— — — — —