



MINISTERSTWO
INFRASTRUKTURY



Post-Covid-19 Polish „New Deal 2021” - Transport

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Info for UN ECE **WP.5 34th session** (2021)



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1945 Warsaw city - II World War German heritage – starting point ... 84 % of buildings + infrastructure destroyed



2021 Warsaw – Polish road infrastructure



FOT. GDDKiA/KRZYSZTOF NALEWAJKO



Polish activities in **XXI** century

- Background/context :
 - necessity to re-start of infrastructure reconstructions/investments from 1945;
 - 1990 shift from centrally planned economy to market oriented; lack of capital; „privatization”; explosion of personal businesses (SMEs) and mobility; lack of transport networks;
 - 2000 + accession to the EU, NATO, etc. = real start of investment activities in all transport modes; 2016 + huge investment activities, continued during the **Covid-19** pandemics;
 - 2021 – *New Polish Deal (Polski Ład)* proposed by the Government.

Covid – 19 challenge:

2020 – up to now: unpredictable consequences of the pandemic environment worldwide (health, sociological, economic, learning, young generations, travel etc.);

- **Polish** Government and Parliament supports (highlights):

- a) new governmental and medical services structures established;
- b) introduction of anti-crisis „shields” – for dedicated, most vulnerable groups of nation
– around **200 bln PLN (~50 bln EUR)** have been transferred from the central budget;
several hundred of new, **dedicated** main legal acts have been created and implemented;
- c) flexible limitations and lock-down, quarantines, border control;
- d) governmental financial direct support for economy to save health, employment (National Vaccination Programme), around **7 mln jobs saved**;
- e) **no any lock-down in transport – all investments are going on as well**; around **200 new legal** acts created and introduced by the **Ministry of Infrastructure**;
- f) international transport and integrated supply chains maintained.

- **EU Recovery and Resilience Fund - 672.5 bln EUR for all Member States.**

- **(PL) National Recovery Plan – 58.1 bln EUR predicted for Poland**

railway projects: - Modernisation of lines; Purchase of rolling stock; Extension of terminals and side tracks; Digitalisation (e-tickets, ETCS devices, modernisation of steering posts, passenger info, etc.)



Polish Strategy documents

National Reform Programme

Responsible Development Strategy – up to **2020**
(with perspective to **2030**) – **9 sectoral**, including **transport**

defines approx. **173** strategic and **12** flagship projects;

72 indicators to monitor the implementation;

6 Main goals of **Sustainable Transport Development (STD2030)**:

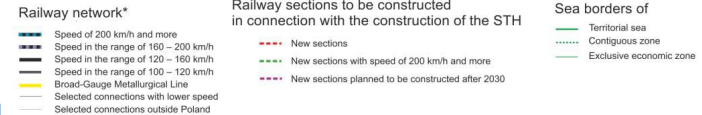
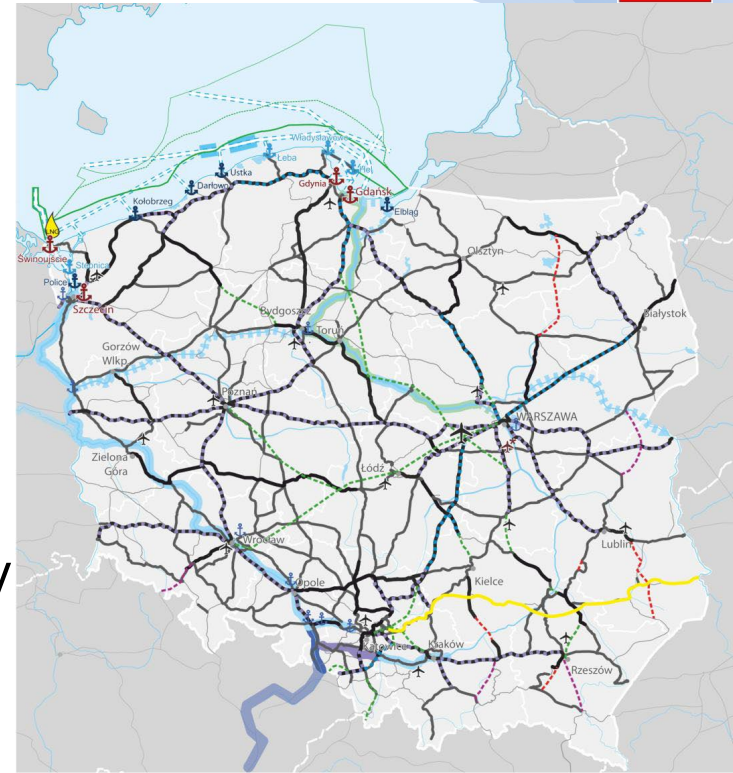
1. integrated **network**;
2. improved system **organisation**;
3. changes in **mobility**;
4. improved **safety**;
5. reduced **environmental impact**;
6. sound **funds management**



Railway network, airports, ports and waterways in 2030

- **4 scientific indicators** in STD2030 for rail (multimodal transport accessibility);
- **Monitoring** of strategic projects (**strategic and operational** - simultaneously and complementing each other)

Priority interventions in STD2030 – to **strengthen** the role of **rail** transport in the integrated transport system in Poland



*Projected speeds in 2030 considering the investments to 2023 and the scopes of currently planned preparatory works for 2021-2027 perspective. The map covers the sections of railway lines included in the Resolution No. 173/2017 of the Council of Ministers of 7 November 2017 on the adoption of the investment Preparation and Implementation Concept: Solidarity Airport – Central Transport Hub for the Republic of Poland.

Waterways**

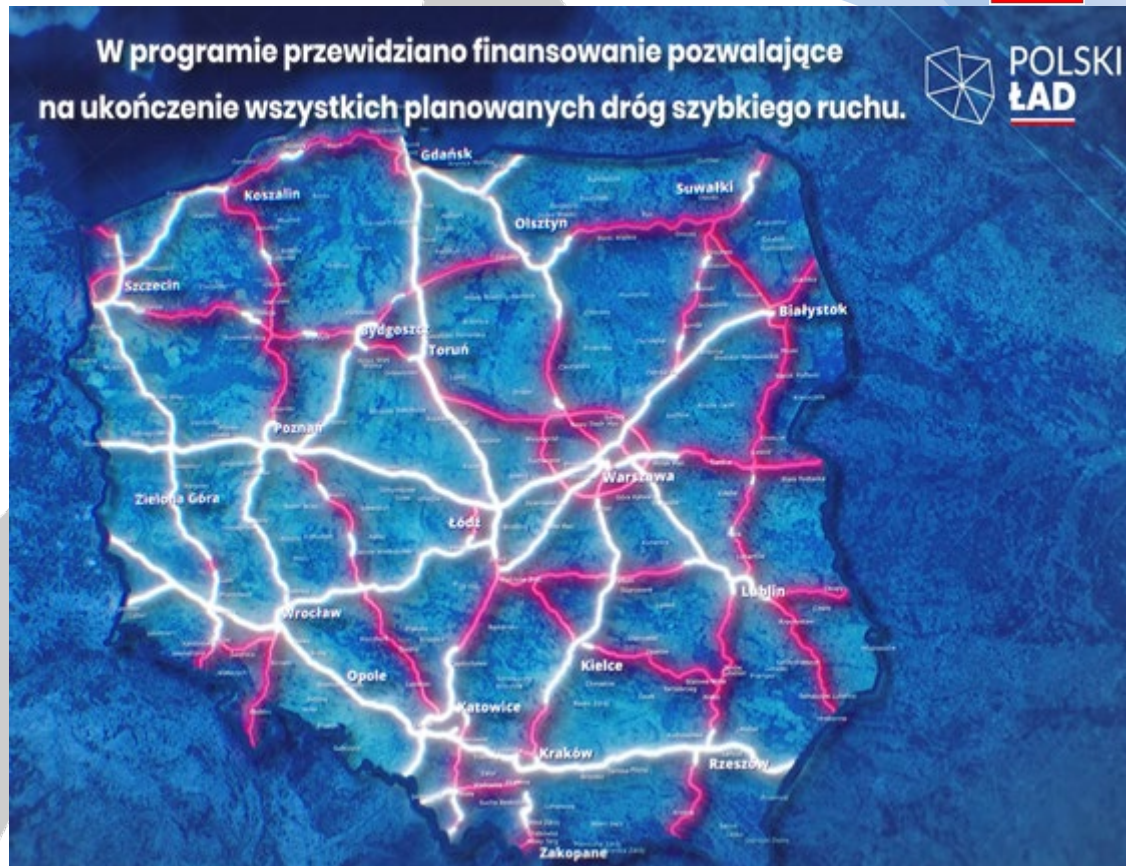
- Minimum IV navigation class
- To be implemented later
- Making the lower Vistula navigable*
- Sea waterway and approach fairway,

**Making waterways navigable in accordance with the Objectives of the Polish inland waterways development plans for 2016-2020 with a view to 2030, the implementation of the projects based



2021 New Programme of National Road Construction up to 2030 (with perspective up to 2033)

- completion of the core network of motorways and expressways, including the S10, S11, S12 or S74 routes;
- continued works on the Via Carpatia, Via Baltica, S3, S6 and S7 corridors;
- significant new extensions of the existing sections of motorways, with particular emphasis on the A4.



Funding foreseen – total value
over 292 bln PLN (~ 73 bln /EUR-
USD)





Road transport market

The road transport market in Poland is developing dynamically.

On **May 1, 2004**, **8,980 carriers** were authorized to perform international road transport of goods. They had a fleet of **44,683 vehicles**.

Poland's accession to the European Union on May 1, 2004 meant the lifting of many administrative restrictions and the liberalization of transport, which since then have been performed only on the basis of a Community license

Now, (**2021**), we currently have **38,508 entrepreneurs** in international road transport of goods in Poland, with a fleet of **275,511 vehicles**, who successfully compete on the European Union market, occupying one of the leading positions on the continent.

At the same time, Poland is pursuing a consistent and coherent policy in the field of road transport cooperation with states **outside the EU** with which it has concluded **bilateral agreements**. This cooperation is based on equal principles. Road hauliers from these countries have the possibility to carry out transports to and through the territory of Poland, while Polish hauliers may perform transports on the markets of these countries on an equal basis.



The **National Road Safety Council** up-dates road safety strategy for the next 10 years – up to 2030. Main Goals – **reduction** in numbers of **fatalities** and **serious injuries** by 50% From June 1st, 2021:

- Increased **pedestrian protection** in the area of **pedestrian crossings**;
- **Telephone use forbidden** while crossing the road;
- Obligation to keep **responsible distances** between following vehicles on highways and expressways
- **Speed limit unification** in built-up areas **to 50 km/h** during days and nights

Promotion of safe driving and responsible behaviour by pedestrians – TV films, youtube, posters, safety training for police, fire fighters and other uniformed forces, local road managers; Nationwide **training** for teachers in field of teaching children – all stages of education (pre-school to secondary school)

Preparing **more efficient regulations** limiting dangerous, reckless driving and behaviours on roads:

- stricter penalties for perpetrators of road traffic offenses;
- increasing pedestrian protection;
- **linking** the amount of **liability rates** with the **number of penalty points** and the type of offenses committed.

Draft of **new** regulations:

- A **pension for the relatives** of a road accident victim;
- **Lower liability** rates for **safe drivers**;
- The **fine** can be **up to 30.000.- PLN (~7.5 thous. EUR)**;
- Penalty points reset **after 2** years;
- Higher penalties for drivers after drinking alcohol.



Railway sector strategic documents

➤ MINISTERIAL LEVEL

- National Railway Programme
- Railway Plus
- Maintenance Programme
- Railway Stops Programme

➤ RAILWAY COMPANIES LEVEL

- Railway Station Investment Programme (PKP SA)
- Rolling stock strategy (PKP Intercity)

National Railway Programme:

- **230** investments till 2023
- value of programme: **75.5 bln. PLN (~16.9 bln. EUR)**
- **EU** financing: CEF, operational programmes, regional programs
- **Polish** financing: state budget, railway fund, PKP PLK S.A. budget.

(New Programme up to 2030 under elaboration)

Goals:

- Modernization of **9000 km** railway tracks
- **350 km** of lines with speed limit **> 160 km/h**
- **2000 km** of lines with **ERTMS/ETCS** system
- Connecting 18 administrative region capitals with lines of 100 km/h speed limit
- Continuation of works on N-S and W-E corridors
- Improvement of important lines for freight traffic (evading metropolitan areas and improving access to ports).



Railway programmes

- **Railway plus**

- **Goals** - connecting municipalities > 10k inhabitants with links to capitals of Voivodships (provinces)
- Time scope: **2028**
- Value: **6.6 bil. PLN (~1,47 bln EUR)**
- Financing: 85% PKP PLK SA, 15% local authorities
- Currently **79** projects are being reviewed
- Tenders expected to start by the end of **2021**

- **Maintenance Programme**

- **Goals:** current maintenance of lines and other railway infrastructure objects, - preserving lines and preventing their further downgrading
- Time scope: **2023**
- Value: **23.8 bil. PLN (~5.54 bil. EUR)**

Railway programmes

- Railway **Stops** programme
 - **Goals:** Improvements of accessibility for locals and persons with limited mobility, park & drive facilities
 - Time scope: **2021 – 2025**
 - Value: **1 bln PLN (~223 mln EUR)**
- Railway **Stations Investment** Programme
 - **Goals:** Multimodal improvements; Improvements for passengers including persons with limited mobility); Modernisation of **190 stations**
 - Time scope: **2016 – 2023**
 - Value: **1.7 bln PLN (~370 mln EUR)**

Railway Programmes and challenges

- Modernisation of **rolling stock**

(*PKP Intercity company strategy*)

- **Goals: 80%** of rolling stock **modernized**
 - 80% equipped with **AC power** plugs
 - 94% equipped with **air conditioning**
 - 77% with **Wi-Fi** access
 - Every train adjusted for users and persons with limited mobility
- Value: **7 bln. PLN (~1.6 bln. EUR)**

- *Main challenges for Polish railways*

- „Solidarity” Transportation hub Railway Network;
- High Speed Rail Gdynia - Warsaw (PL) – Budapest (HU);
- Speed increase to 250 km/h on Central Rail Line (CMK);



37 air transport projects implemented - co-financed from the EU funds (2007-2013 financial perspective);

Scope of implemented projects	Benefits
<ul style="list-style-type: none">• construction and expansion of airport infrastructure• introduction of modern technologies and computerization;• studies related to the construction of the second central airport in Poland;• expansion and modernization of the navigation infrastructure;• adaptation of airport security protection systems to the EU standards;• purchase of equipment to ensure fire safety and related to the conduct of air operations.	<ul style="list-style-type: none">• increasing airport capacity;• improving air traffic management;• shortening the time of passenger check-in;• improvement of the passenger standards services and the safety of airports within the EU TEN-T network;• increasing the effectiveness of airport security services and level of airport fire protection;• improving the quality of services and, consequently, increasing the competitiveness of ports.



Airports infrastructure investments:

- Up to 2015: 5.8 bln PLN [~1.5 bln EUR] (including 2.3 bln PLN EU funds ~0.6 bln EUR);
- 2014-2021: - only in the main airports (**core** TEN-T network) and only for safety of transport operations within core network;
- 2020 **Covid-19** challenge: out of 11 main airports in Poland some received direct financial support for their operational losses at the level of **over 140 mln PLN (~35 mln EUR)**;

The whole civil aviation sector received additional, significant governmental non-financial support.



„Solidarity” transportation hub - CPK

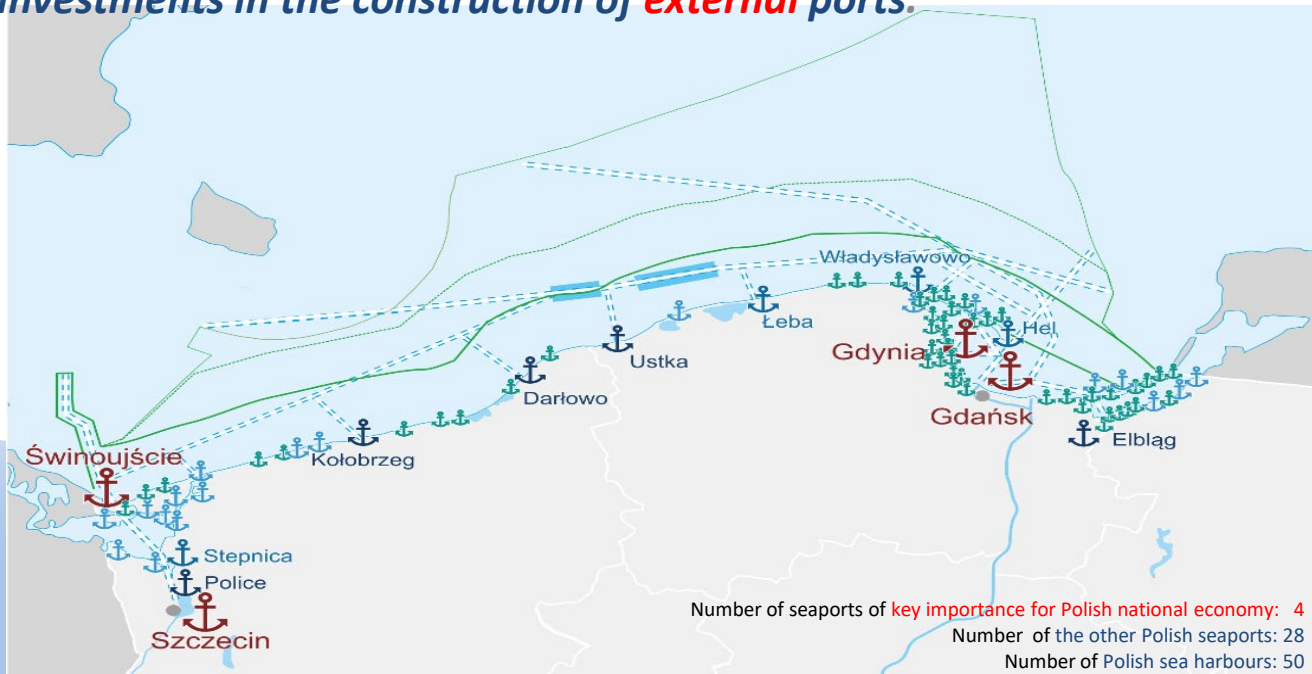
Close to the country centre there is a plan to construct new multimodal hub – air and railway node. It will develop the EU TEN-T programme. Airport „Solidarity” will be able to serve **45 mln pax** annually at its first stage. The **railway node** part will enable connections with biggest cities in Poland in a journey not longer than 2,5 hours. It is expected that this project will result in creation of **150 000 new jobs**. Estimated value of the **air side** part of a project is **16-19 bln PLN** (~4-4,5 bln USD).



+ **1 789 km** of **new** railway lines.

Maritime – Polish sea ports

Sea ports serve nations as multimodal hubs allowing transshipment of cargo and serving ferries as well as pleasure crafts at designated areas; they are the places of land transport corridors extensions, a kind of bridges. There is a *Programme for the Polish seaports development up to 2030* as well as adopted *Parliamentary bill of August 9th, 2019 on investments in the construction of external ports*.



Number of seaports of **key importance** for Polish national economy: 4

Number of the other Polish seaports: 28

Number of Polish sea harbours: 50

Maritime – Polish sea ports - Gdańsk



Central port of **Gdańsk** - variant visualisation

Highlights: - **Largest container port in Baltic; within top 20 European ports** - Annual throughput capacity: **3.25 mln TEU**; Quays expansion and dredging (**~125 mln EUR**); improving railway access (**~331 mln EUR**); around **100 hectares** accessible for new investments – including with direct access to deep-water port



PORT 
GDAŃSK



Maritime – Polish sea ports - Gdynia



Deepwater container outer port of **Gdynia** - variant visualisation

entrance to port
150 m wide with a
depth of 14.0m,

•total port area:
973.1ha, including
621.5ha land area ,

•total length of
quays: **11.7km,**
•max. Draught
along the quays:
13 m,

container, ro-ro
and ferry services
and investments



Maritime – Polish sea ports - Świnoujście



Deepwater container outer port of **Świnoujście** - variant visualisation

Highlights: mainly **ferry** port plus **LNG** export/import quay, with re-gasification installations; plans to build (2026) new deep-water outer **container terminal** – 2 mln TEU transshipment capacity; over 140 ha of land available for investors



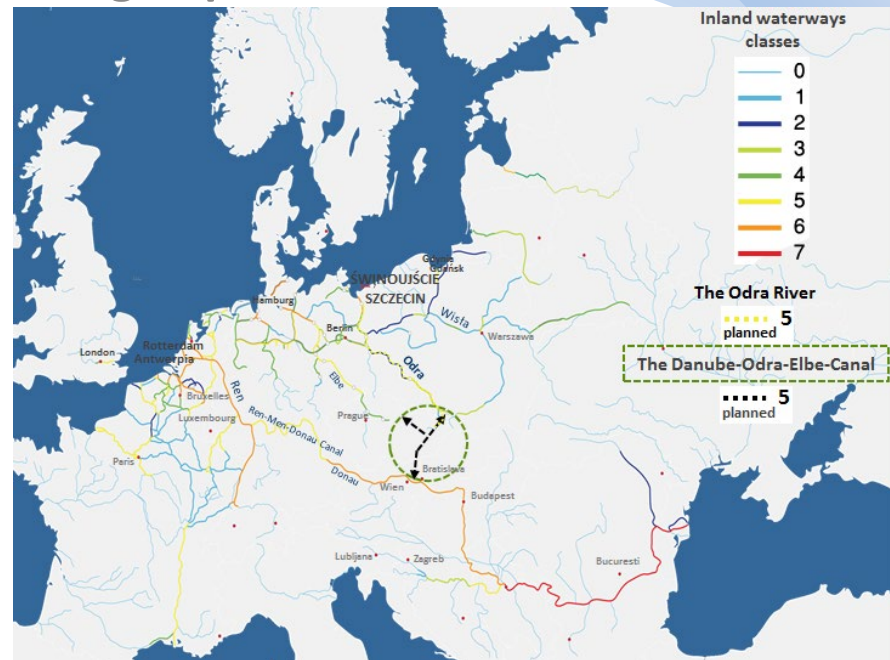
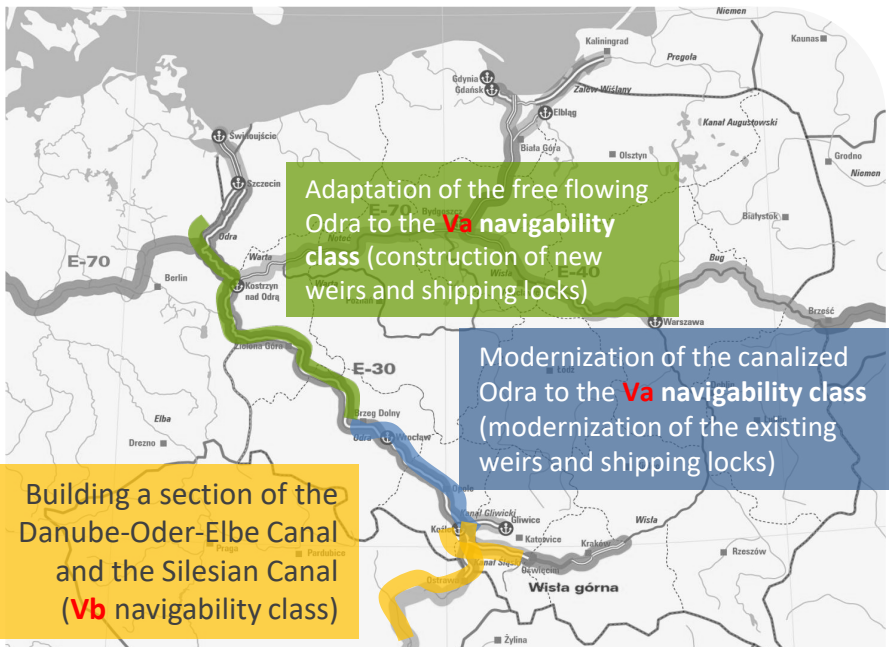
Inland waterways

Achievements:

- **12** national, multiannual programmes related to water management (**Inland Shipping Programme up to 2030** plus clean water access; drought prevention plan; flood prevention projects);
- Construction of new ditch of the Vistula Spit - restoration of Elbląg as a seaport;
- construction plan for **16** large **artificial water reservoirs**

Examples: (2003-2019 period)

- Improving the quality and limiting losses of **drinking water** for people - investment;
- Reducing the pollution of agricultural waters with nitrates and preventing further pollution;
- **Municipal wastewater** treatment - domestic; (**92 899 km** of sewage network were built in agglomerations. **439 new** sewage treatment plants were completed in agglomerations and modernization of existing sewage treatment plants. Approximately **PLN 68.7 billion (~17.5 bln EUR)** were spent on the implementation of the tasks included in the KPOŚK.);
- Counteracting the **drought effects** (27 actions, **PLN 12.5 bln - ~3 bln EUR**);
- Water management of PL – multiannual – (**11.3 bln PLN - ~4 bln EUR**)



Oder-Danube Waterway (ODW): one of the access way to the ports Szczecin and Świnoujście.

Modernization to **Va** international class of navigability is necessary for the effective use of the ODW
After modernization, the ODW an element of the **TEN-T network**.

Inland water corridor Danube-Oder-Elbe (DOE) waterway: integral part of the Oder Waterway

It is not only missing link of the inland waterway systems, but also a multi-functional water project, which is very important for Europe.



Water management

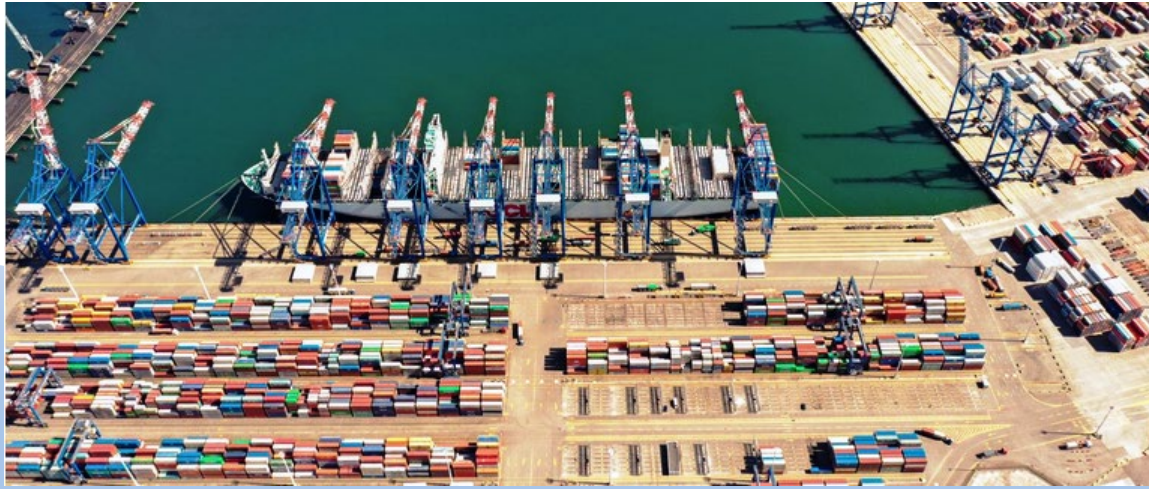
Państwowe Gospodarstwo Wodne „**Wody Polskie**” (**Polish waters**) governmental entity established in **2018** – since 1945 water management had been supervised by Ministry of Environment – now is under Ministry of Infrastructure responsibility. The change allowed for active approach – real management based on **river basins**, no administrative borders. Investments started.

Now, 2021, there are several programmes and projects going on – expected to be finished **up to 2023** for **total** amount of **20 bln PLN (~5 mln EUR)** – for:

- Shaping Water Resources in Agricultural Areas;
- Flood Protection;
- construction and modernization of water dams and weirs, water reservoirs, polders, channels and locks.

These investments will enhance local micro-climate and water retention, improve groundwater levels, support agriculture etc.

Poland = unprecedented development



Thank you for your attention

