



Programme of motorways and expressways construction in Poland in 2008-2013 in the context of Transeuropean Transport Network (TEN-T) corridors

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- ✚ Road transport due to its role in goods and persons deliveries belongs to most important elements of the national economy
- ✚ In 2005 vehicle transportation's share in overall goods deliveries reached 55%
- ✚ It is estimated to rise 2% every year until 2020
- ✚ In 2013 the transportation load will rise 37-44% as compared with 2005
- ✚ In the same period the demand for vehicle transportation in the Polish foreign trade will rise some 150-190%
- ✚ In 2020 there will be 60% more cars than in 2005



✚ Better communicational accessibility of Poland calls for establishing effective transportation connections with European countries with state-of-the-art motorway, expressways and other national roads.

✚ Transitional location of Poland demands that road corridors should play an important role in carrying international transportation between Western Europe, Baltic states, Scandinavian Peninsula, Ukraine and Central Asia. Also important is servicing transport between Scandinavian states and Europe's South (the Balkans)



Crucial shortcomings of Polish road network:

- ✚ No coherent network of motorways and expressways
- ✚ Roads not adjusted to load capacity of 115kN/axle
- ✚ Roads lead through urban settlements
- ✚ Poor safety of the road traffic
- ✚ Poor keeping in repair



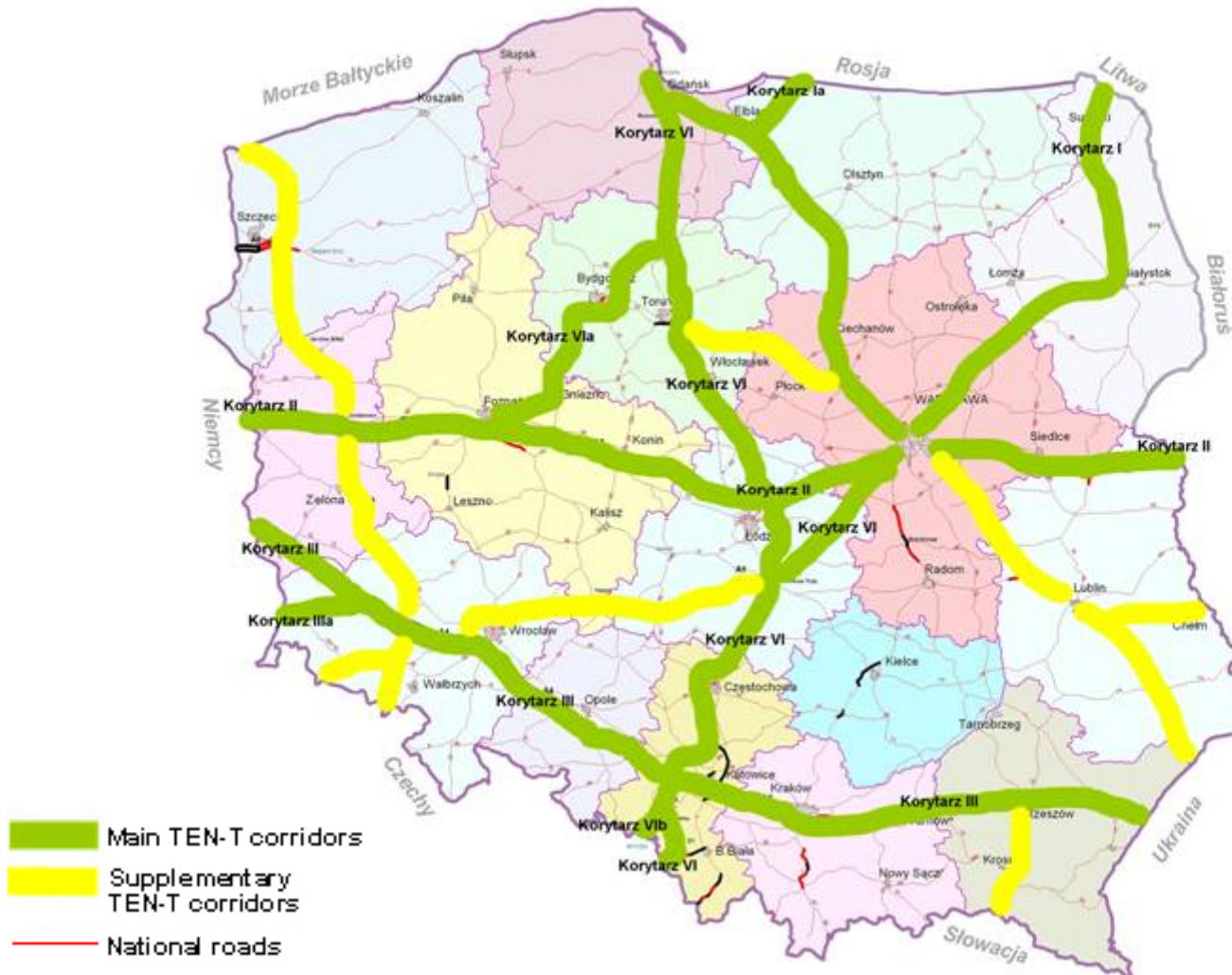
Main development goals until 2015

- ✚ The main objective is to build a network of roads representing high technological parameters which will establish a high capacity transportation framework connecting economical centers of the country
- ✚ Ensuring fluent transit traffic on road corridors
- ✚ Reduction by 2013 the number of fatal accidents by 50%



TEN-T corridors in Poland

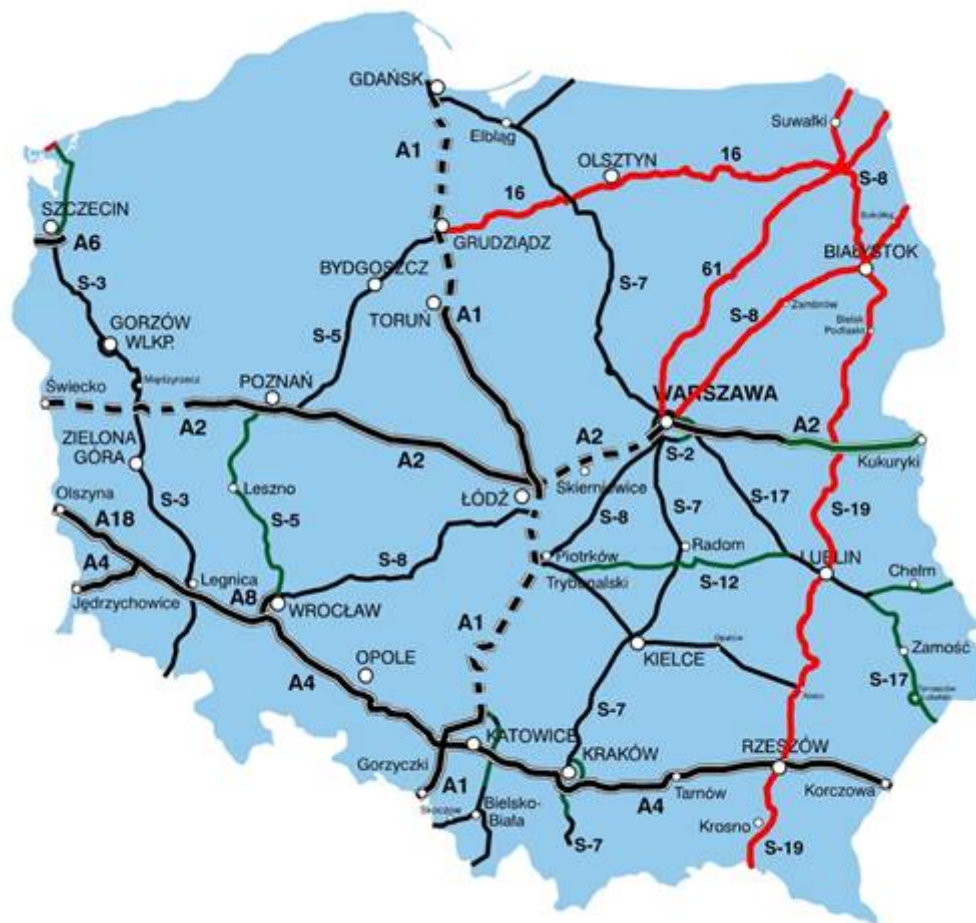
Transeuropean Road transport corridors





Integrating road corridors in Poland with TEN-T Transeuropean Networks

- + TEN-T network in Poland covers 4,816 kilometres
- + In the period 2008-2012 the most important road building investment concentrates in following corridors:
 - + Corridor I – Budzisko – Warszawa
 - + Corridor II-- Świecko - Kukuryki
 - + Corridor III -- Olszyna / Zgorzelec – Korczowa
 - + Corridor VI Gdańsk- Gorzyczki/Cieszyn/Zwardoń



Investments and activities

North-eastern Poland map

Roads:
16, 61, 19, 8



Road network in the Northern-Eastern Region of Poland and its implications

- ✚ National Road Nr. 16 Olsztyn – Augustów
- ✚ National Road Nr. 61 Łomża – Augustów
- ✚ National Road Nr. 8 Budzisko – Augustów – Białystok
- ✚ National Road Nr 19 (Budzisko – Augustów – Wasilków) Kuźnica Białostocka – Wasilków – Białystok – Lublin – Rzeszów - Barwinek (The Lancut agreement)

**Conclusion: the by-pass of Augustów is a key issue of road network
in the Region**



Construction of S-19 expressway

Sections constructed for EU funds between 2007 and 2013

Section	Length	Cost	Date of completion
Białystok - Międzyrzec Podlaski	157,0	1 525,9	2012-2014
Międzyrzec Podl. - Lubartów	65,3	1 023,5	2009-2013
Lubartów - Kraśnik	68,0	1 178,1	2010-2013
Kraśnik - Stobierna	98,4	1 990,9	2009-2013
Stobierna - Rzeszów	5,0	379,7	2009-2011
Rzeszów - Barwinek	80,0	1 706,9	2009-2011
Total (basic projects)	473,7	7 805,0	2009-2014

- existing
- construction in 2007 - 2013
- construction in 2014 - 2020





The Program of National Roads Construction in 2008-2012

The program covers expenses on:

1. Investments due to start in 2008-2012
2. Investments under construction (started before 2008)
3. Investments finished (securing means for settlement of accounts)

Basic sources of Program's financing:

✚ The national budget

✚ EU funds:

- ✚ Infrastructure and Environment Operational Programme
- ✚ Development of Eastern Poland Operational Programme
- ✚ Cohesion Fund 2004-2006
- ✚ European Regional Development Found 2004-2006

✚ National Road Fund



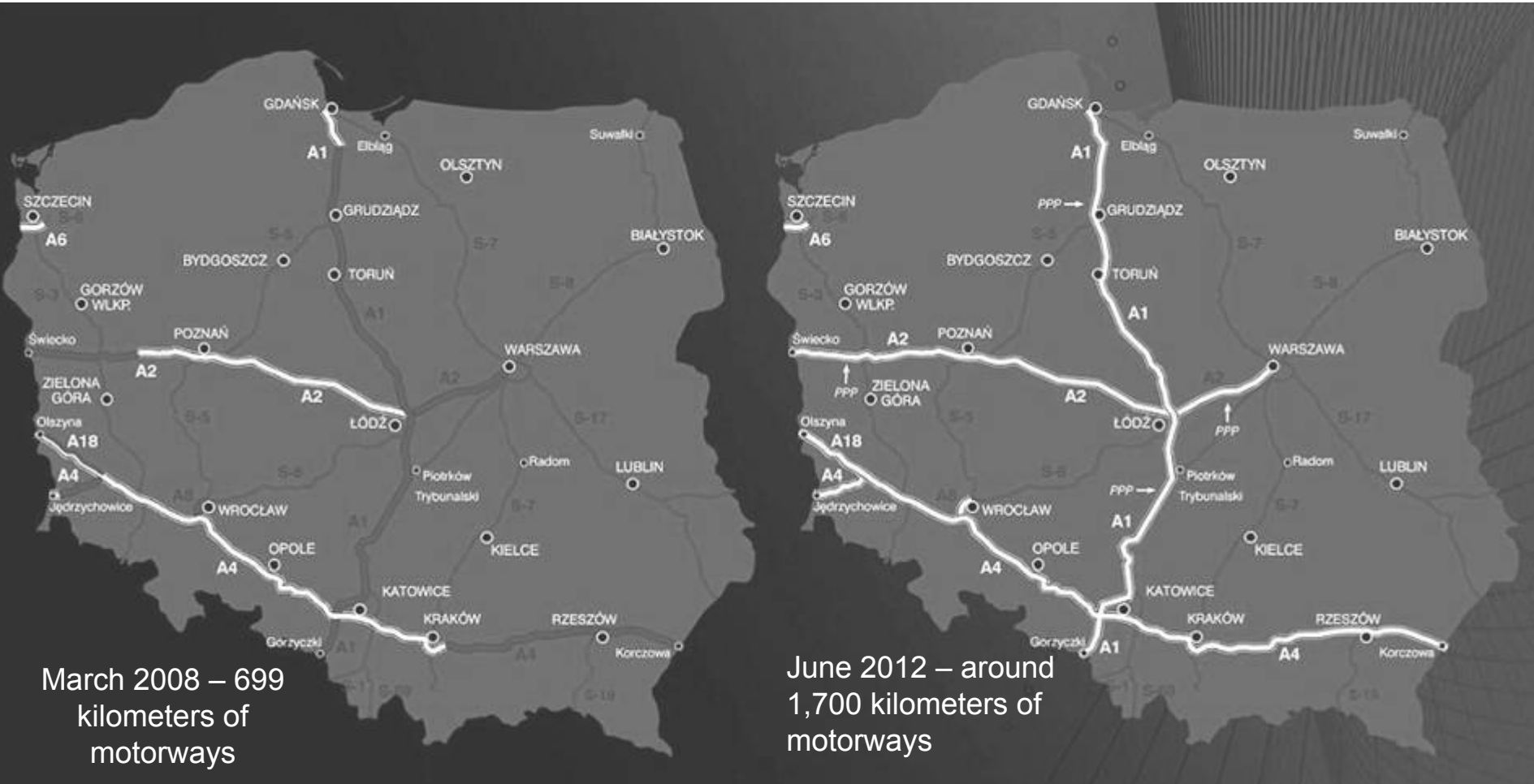
Spending volume in consecutive years:



Total:
PLN 121 billion

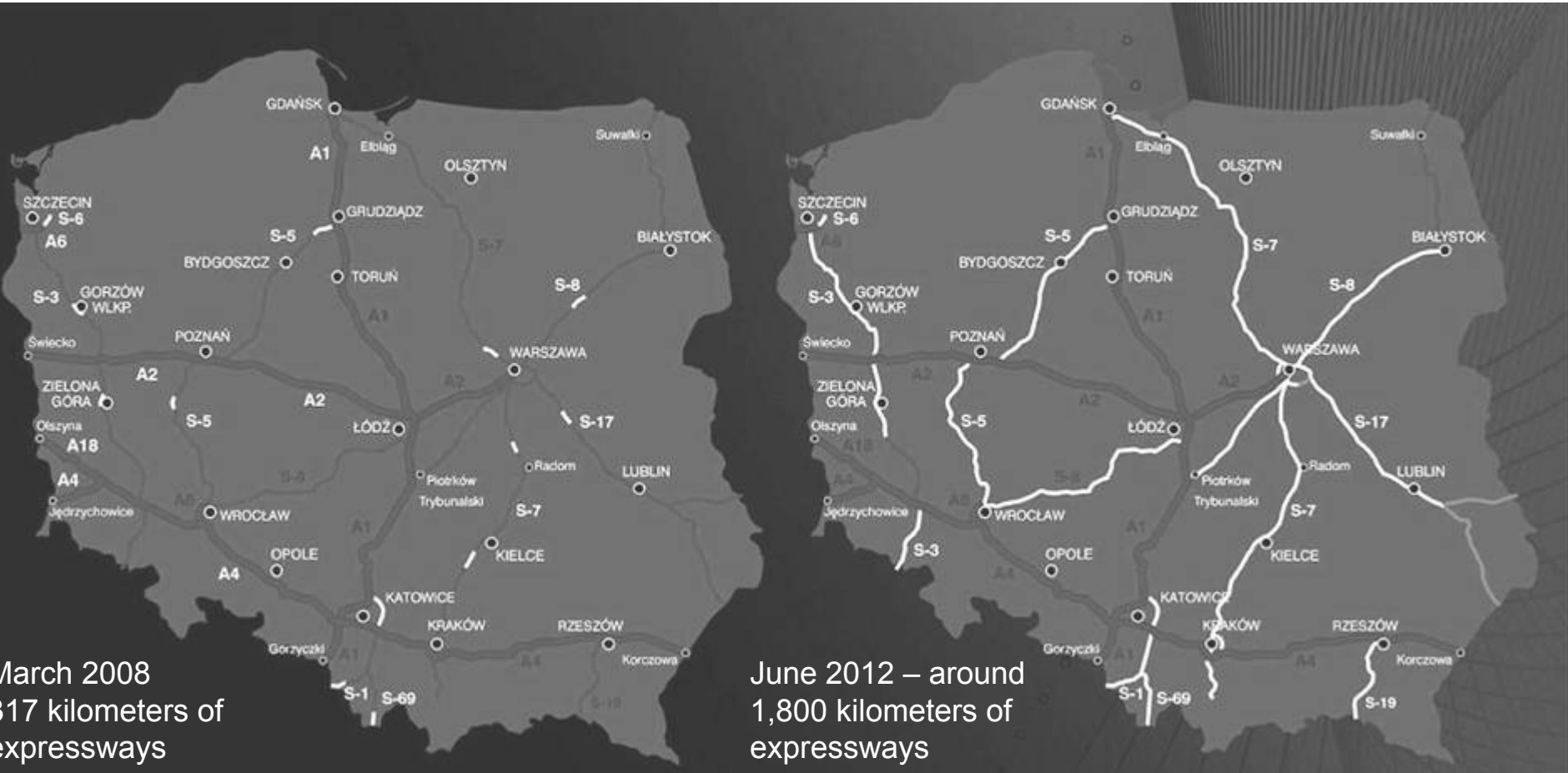


Motorways network in 2008 and 2012





Expressways network in 2008 and 2012





Euro 2012

European competition
– Polish investments



EU funds distribution to various branches of transport within the framework of the Infrastructure and Environment Operational Programme

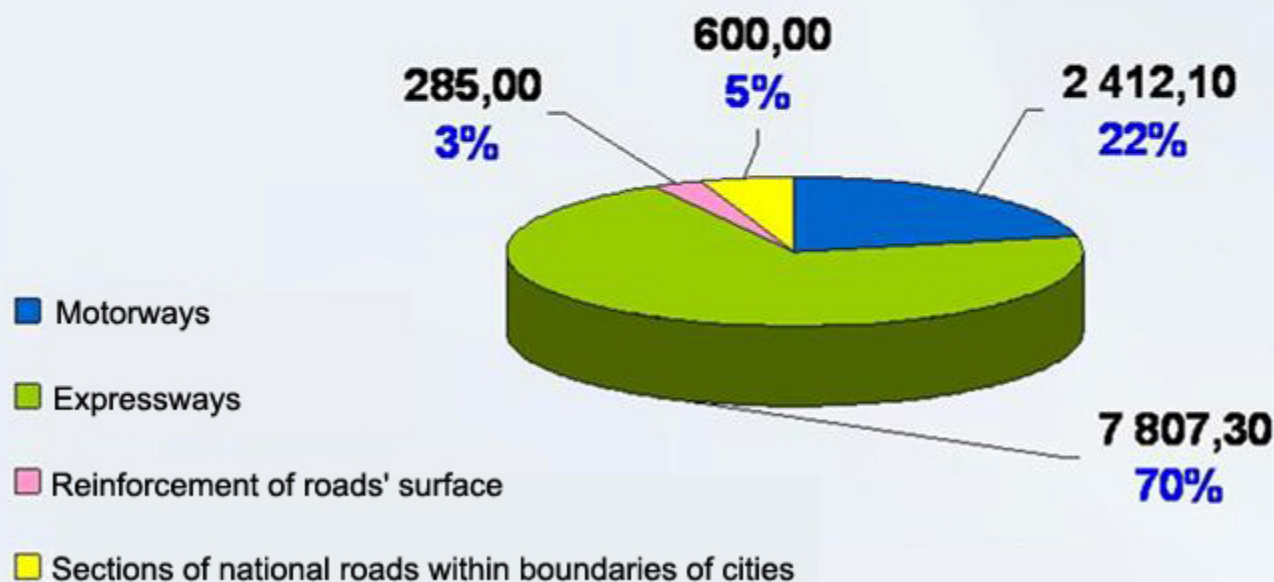
Branch of transport	EU funds (euros million)
Road transport	11 104,4
Railway transport	4 863,0
Municipal transport	2 014,0
Sea transport	606,8
Air transport	403,5
Other	432,2
Total:	19 423,9

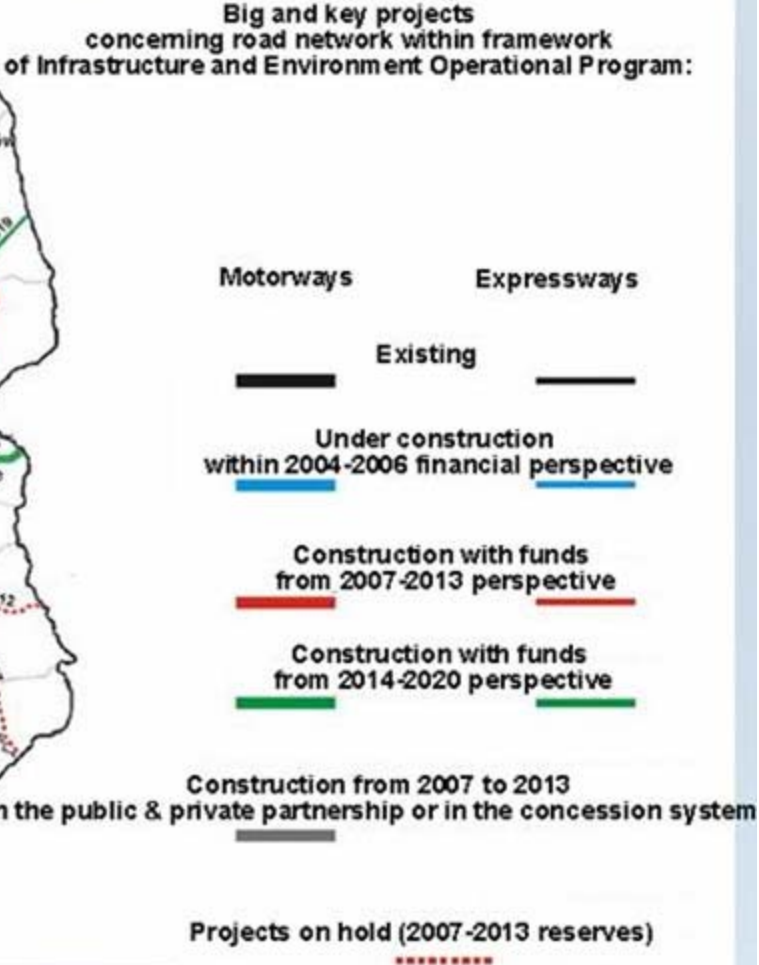




EU's contribution: 11,104.4 million euros

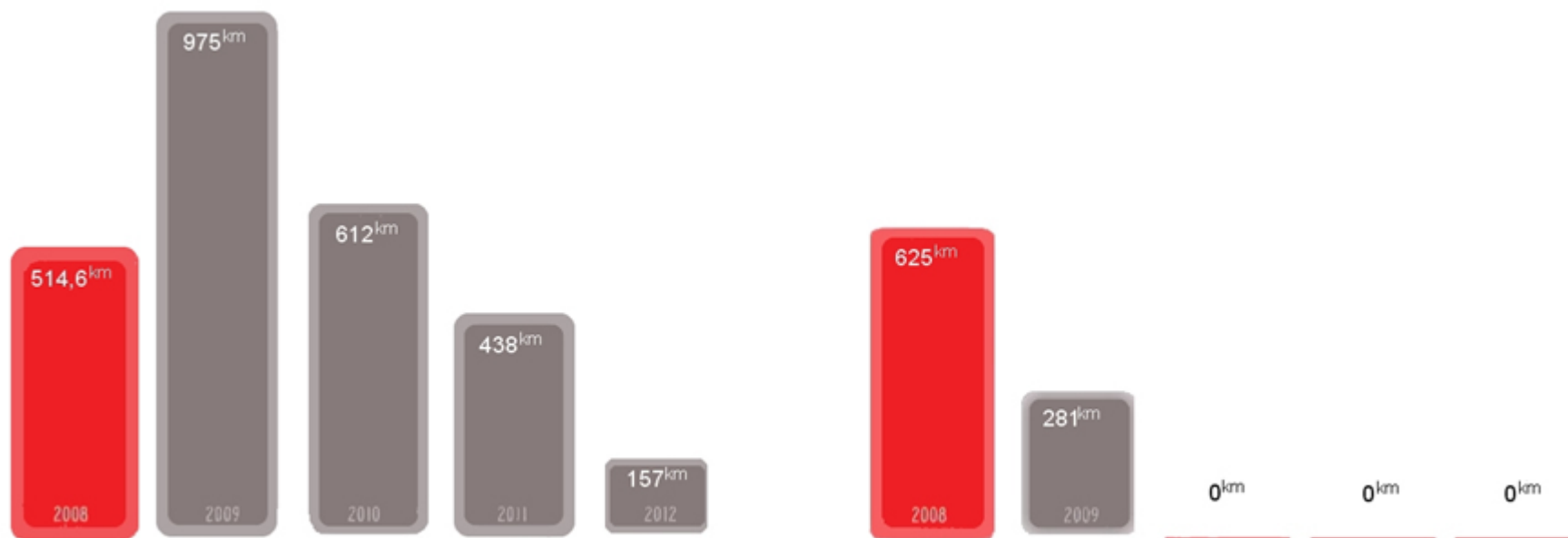
Construction of motorways and expressways within and outside TEN-T network,
re-construction of national roads within boundaries of cities which are seats of county administration,
construction of by-passes along the run of national roads







Operational plan for 2008



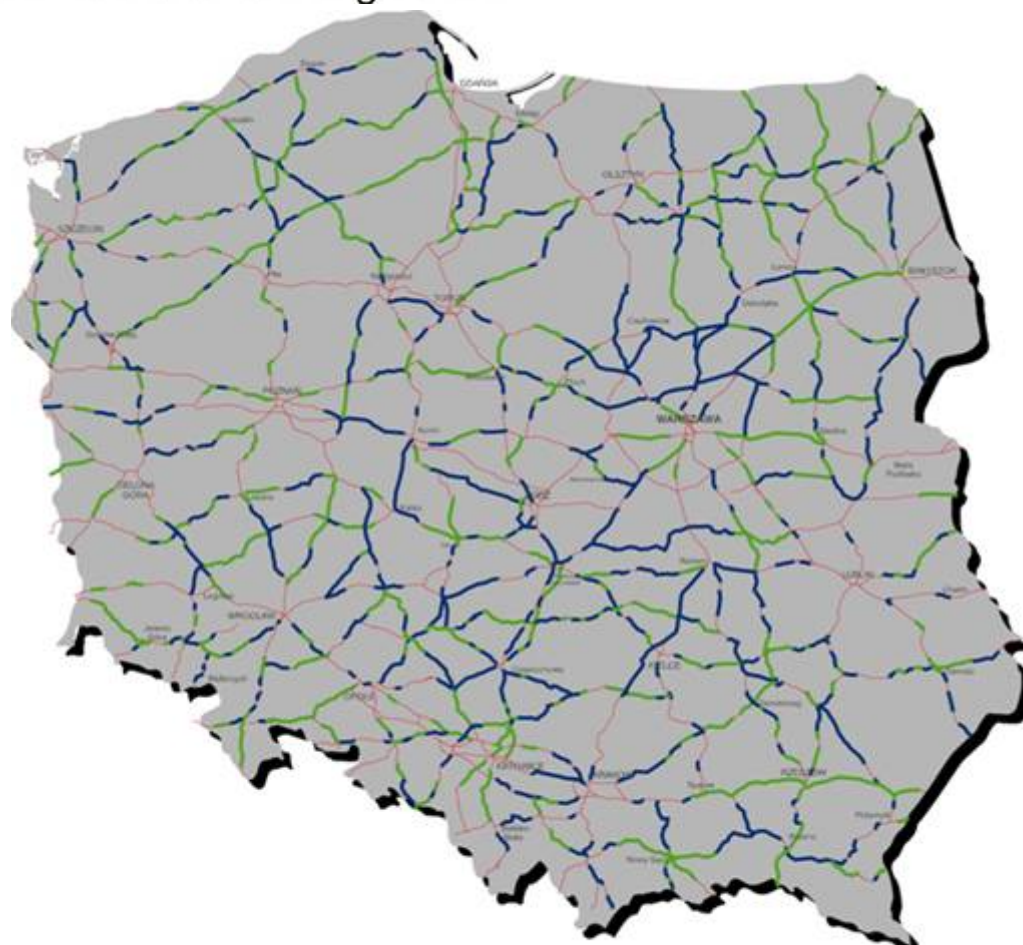
Construction of expressways initiated in consecutive 2008-2013 years

Construction of motorways initiated in consecutive 2008-2013 years



By-passes - status update:

-  Preliminary planning works (study)
-  Decision on environmental conditions (road's run is fixed)
-  Decision on location (opens way to purchase of ground lots)
-  Decision on environmental conditions + decision on location
-  Construction permission issued (tenders for construction works can be invited)
-  Under construction



Renovation of roads between 2004 and 2007

Renovation of roads between 2008 and 2013



Environmental protection

We take up the challenge

✚ Stage I - completed

- Project of the Strategy of I Pan-European Corridor's Development
- The scope of Strategic Environmental Assessment report

- Minister of Environment's consent for the SEA report scope
- The General Sanitary Inspector's consent for the SEA report scope

✚ Stage III

- Strategy of I Pan-European Corridor's Development
- Strategic Environmental Assessment Report

✚ Stage II – in progress

- Project of the Strategic Environmental Assessment report, including (among others):

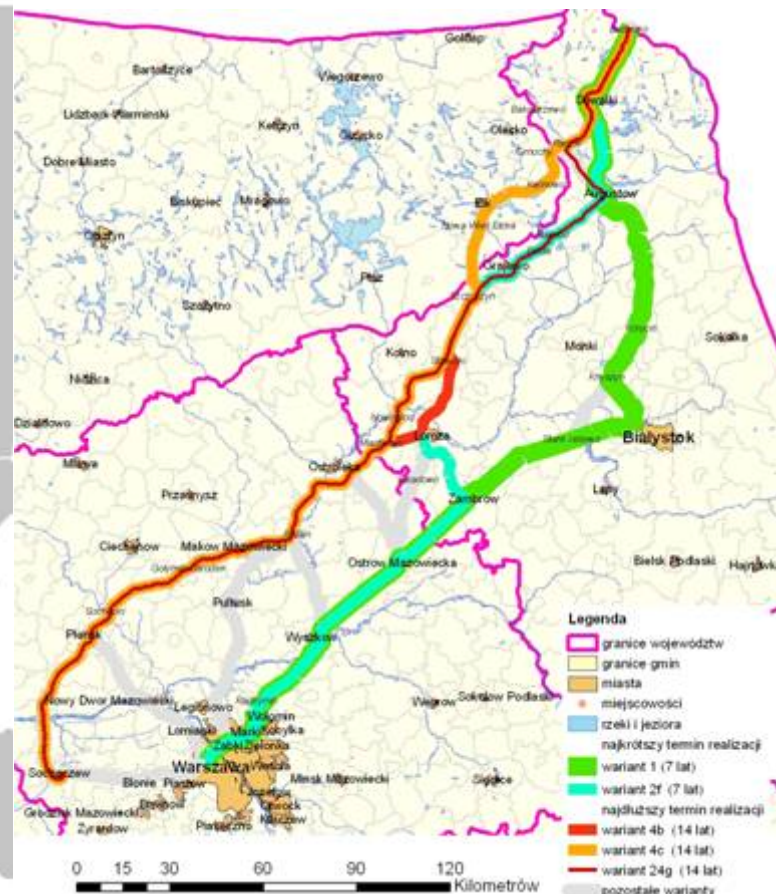
- Feasibility study
- Social analyses
- SEA administrative procedure
- Minister of Environment's opinion for the SEA report
- The General Sanitary Inspector's opinion for the SEA report
- Opinion of the National Commission for Environmental Impact Assessments - session open for public (NGOs)
- Public participation in the SEA procedure

- after implementation of the opinions of all administrative organs as well as public and the conclusions of the SEA report



Via Baltica

Current situation





Via Baltica

- + Via Baltica is another name for Corridor I of TEN-T network in Poland (Budzisko – Augustów – Białystok - Warszawa)
- + The corridor connects Western Europe and Poland with Lithuania, Latvia and Estonia and leads to Helsinki
- + It is of crucial importance for Baltic States and Nordic states, even more than for the Polish road network
- + Polish problems with Via Baltica:
 - + Budzisko (on the border of Poland and Lithuania) and the real distribution of traffic destinations
 - + Research shows traffic cannot be channeled into one corridor according to the travel destination



Opportunities:

- ✚ Preparations for construction well in progress
- ✚ Huge financial means allotted to those projects
- ✚ Potential problems well identified
- ✚ Functioning of the organization constantly improved

Threats:

- ✚ Legal regulations make preparation and realization of investment difficult
- ✚ Highly complicated bureaucratic procedures (Ministry of Infrastructure, Ministry of Environment, Ministry of Finances, Ministry of Regional Development)
- ✚ Financial cuts on existing roads management and maintenance
- ✚ Personnel instability (high rate of fluctuation)



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