

CONTRIBUTION OF THE **CONNECTING EUROPE FACILITY (CEF)** TO THE DEVELOPMENT OF TRANSPORT INFRASTRUCTURE IN POLAND



Ministry of
Development Funds
and Regional Policy



Republic
of Poland



Funded by
the European Union

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Foreword by Minister of Development Funds and Regional Policy in Poland

Ladies and Gentlemen,

I warmly recommend you the new edition of information brochure on the EU funding instrument Connecting Europe Facility (CEF). I would like it to bring you closer to the effects of CEF-supported projects in Poland. The investments are supervised by the Ministry of Development Funds and Regional Policy (MFIPR).

CEF funds, allocated by the European Commission, support the implementation of strategic investments in transport, energy and telecommunications infrastructure.

Connecting Europe Facility in transport sector is primarily aimed at the development of the Trans-European Transport Network (TEN-T), which includes road, railway, air, maritime and inland waterway routes that are important not only for Poland, but also for the entire European Union.

Development of the TEN-T network reduces travel and transportation times, increases safety and comfort of travelling. It also increases the competitiveness of the EU economy by improving the accessibility of EU regions.

Thanks to the professional activities of the Ministry of Development Funds and Regional Policy, Poland efficiently and effectively benefits from funds available under the Connecting Europe Facility. PKP Polskie Linie Kolejowe SA is the biggest beneficiary of financial support. Thanks to CEF, Polish railways are changing before our eyes.

The EU's financial perspective 2021-2027 is ahead of us. The new CEF has been launched. Programme documents, worked out after many months of negotiations, have been adopted and the first call has been announced. As under CEF 2014-2020, applications for CEF funds in transport sector will be subject to approval by the Ministry of Development Funds and Regional Policy. The Ministry, which I represent, negotiates with the European Commission the scope of support under CEF calls. We seek to make them reflect best the needs of our country.

Ladies and Gentlemen,

the work and effort of many people stands behind the success of each Polish CEF project. Thank you all for your commitment in building a modern and safe transport infrastructure connecting Europe.

I invite you to read on.

Grzegorz Puda,

Minister of Development Funds and Regional Policy



2.

Foreword by Acting Director of the Centre for EU Transport Projects (CEUTP)

Ladies and Gentlemen,

CEF Transport appeared in the Centre for EU Transport Projects in 2014. Earlier, since 2007, CEUTP dealt with the implementation of the Operational Programme - Infrastructure and Environment (OPI&E), and in the next perspective 2014-2020, in addition to the continuation of OPI&E, we began to implement the second operational programme - Eastern Poland.

CEUTP comprehensively supports CEF Beneficiaries in the preparation and implementation of investments in order to rationally and effectively use all EU funds allocated for co-financing transport projects.

We work with the beneficiary to advise at each stage of project implementation, and each complex project has its own supervisor in the CEUTP. We analyse the threats and potential barriers to the implementation of the project, we control and conduct periodic reporting, as well as support the potential of beneficiaries with training, working meetings, information on the website of CEUTP, on Twitter and in the CEUTP Newsletter.

I encourage you to read the information about the projects included in the brochure.

*Joanna Lech,
Acting Director of CEUTP*



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Foreword by Director for Investment, Innovative & Sustainable Transport in the European Commission (DG MOVE)

Ladies and Gentlemen,

The Connecting Europe Facility 2021-2027 has the general objective to build, develop, modernise and complete the trans-European networks, taking into account the Union long-term decarbonisation commitments, and thus to contribute to smart, sustainable and inclusive growth and to enhance territorial, social and economic cohesion.

In the period 2014-2020, Poland was the first beneficiary of the CEF and has a very good track record in term of project implementation. The first call of the new period 2021-2027 will allow to allocate some EUR 6 billion to the best transport infrastructure projects, in line with the European Union Sustainable and Smart Transport Strategy.

We look forward to receiving high quality proposals from Poland that will contribute to complete and modernize the Polish sections and nodes of the trans-European transport networks.

Herald Ruijters,

Director for Investment, Innovative & Sustainable Transport in Directorate-General for Mobility and Transport in the European Commission

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Foreword by Director of European Climate, Infrastructure and Environment Executive Agency (CINEA, formerly INEA)

Ladies and Gentlemen,

Poland, with an EU support of €4.3 billion, is the largest beneficiary of the Connecting Europe Facility (CEF) Programme (2014-2020). The largest share of this is directed to railway infrastructure projects (around €3.6 billion).

CEF support has in particular targeted investments in the Baltic-Adriatic (north-south) and North Sea-Baltic (east-west) TEN-T Core Network Corridors, addressing bottlenecks, missing links and cross-border sections while contributing to a more environmental friendly transport sector. This has led to an improvement of the attractiveness of railway transport for both passengers as well as freight.

All of these projects are implemented through a close collaboration between CINEA, the project beneficiaries and the Polish Ministry of Development Funds and Regional Policy, which has delivered good results in terms of timely and full implementation of the projects, which are two key priorities for CINEA.

There is still a lot to be achieved – both in terms of completing the TEN-T network and also in terms of enhancing the implementation of the projects. The coming years and the new 2021-2027 Connecting Europe Facility will bring more opportunities to support mature projects in Poland, especially focussing in low-carbon modes of transport. CINEA will continue to support Polish beneficiaries and authorities in their efforts to realise safer, greener, smarter and more interoperable infrastructure in the country. In line with our motto 'Funding a green future for Europe' we in CINEA look forward to working with Poland to make CEF even more successful in the 2021-27 period.

Dirk Beckers,

Director, European Climate, Infrastructure and Environment Executive Agency

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Connecting Europe Facility - general information

The Connecting Europe Facility is a financial instrument established for the period 2014-2020 by Regulation (EU) No 1316/2013 of the European Parliament and of the Council of 11 December 2013¹. It was created to support the development of the trans-European transport, energy and telecommunications networks, i.e. investments of common interest to the EU. The Facility is intended to contribute to the sustainable development of the European Union Member States by financing the construction of modern, high-performance trans-European networks. Investment in infrastructure with common technical and functional standards is intended to bring benefits in terms of increased competitiveness and economic, social and territorial cohesion.

The **CEF budget** in the financial perspective 2014-2020 was over 30 billion euro, of which around 24 billion euro in the transport sector. The transport budget was supplemented by an envelope transferred from the Cohesion Fund - 11.3 billion euro - available only for the cohesion countries (eligible for the Cohesion Fund). The remaining funds - the so-called general envelope - were available to all Member States. The CEF also made it possible to combine non-repayable financing (grants from the CEF) with repayable financing from national and international financial institutions.

The maximum level of co-financing under the cohesion envelope was 85% of eligible project costs, and under the general envelope 20% - 50% for works projects and 50% for study projects.

Funding was awarded to projects selected in competitive calls organised directly by the European Commission. Thus, in order for a project to obtain co-financing it not only had to meet the requirements of the call (implementation of the indicated objectives), but also be competitive in relation to other submitted proposals.

The priorities of support in the transport sector was the development of trans-European transport network through projects supporting sustainable transport, removing bottlenecks, bridging missing links, improving cross-border sections, enhancing transport interoperability, including implementation of harmonised systems of traffic management in various transport sectors (ERTMS, ITS, SESAR and others), as well as supporting decarbonisation and low-emission transport and development of infrastructure in nodes of the trans-European network.

In total, over 1,000 projects with a total cost of around 50 billion euro have received EU funding of around 23 billion euro. Part of the funds was allocated to programme support actions for institutions involved in the implementation of the CEF, including beneficiaries, consultants and state administrations (so-called technical assistance).

¹ Regulation (EU) no. 1316/2013 of the European Parliament and of the Council of 11 December 2013 establishing the Connecting Europe Facility, amending Regulation (EU) no. 913/2010 and repealing Regulations (EC) no. 680/2007 and (EC) No 67/2010

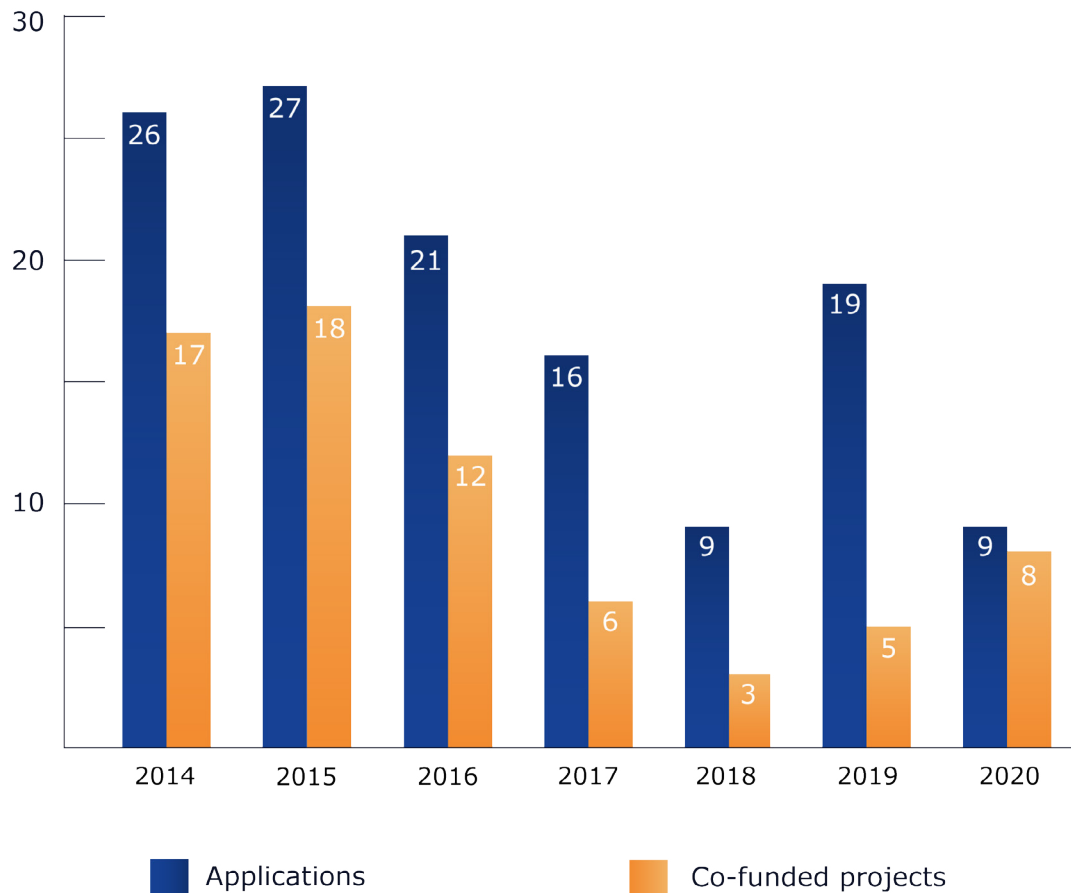
6

Connecting Europe Facility in the transport sector in Poland

Polish entities could apply for funds from the general envelope and the cohesion envelope, under which the so-called national envelope for Poland amounted to 4.14 billion euro and was allocated with over 100% success.

Under CEF 2014-2020, 18 competitions were held, with Polish applicants participating in each. More than half of applications from Poland were successful (69 out of 127).

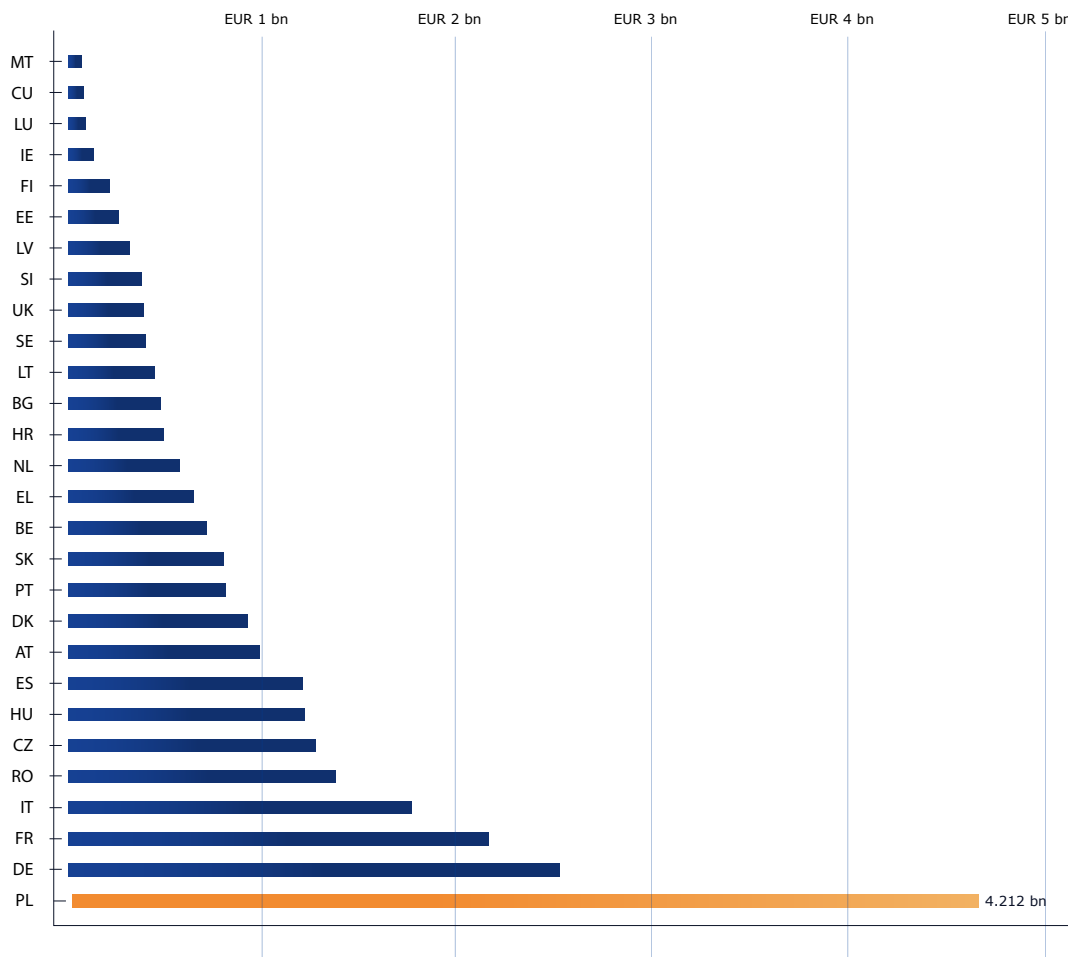
Success rate of Polish applications in CEF calls



6. Connecting Europe Facility in the transport sector in Poland

Poland is the largest beneficiary of the CEF Transport in the EU - more than 18% of the awarded co-financing in the transport sector is attributed to projects from Poland. As a result of the outcome of the last CEF Transport competitions, the Polish national envelope has been contracted in its entirety and, in addition, Poland has obtained part of the funds that other cohesion countries were not able to use. Overall, 69 projects from Poland received co-financing, but two of them are no longer implemented. That is why in the brochure 67 projects from Poland are counted as co-funded from CEF.

CEF funding awarded to Polish projects compared to other EU countries (billion EUR)²

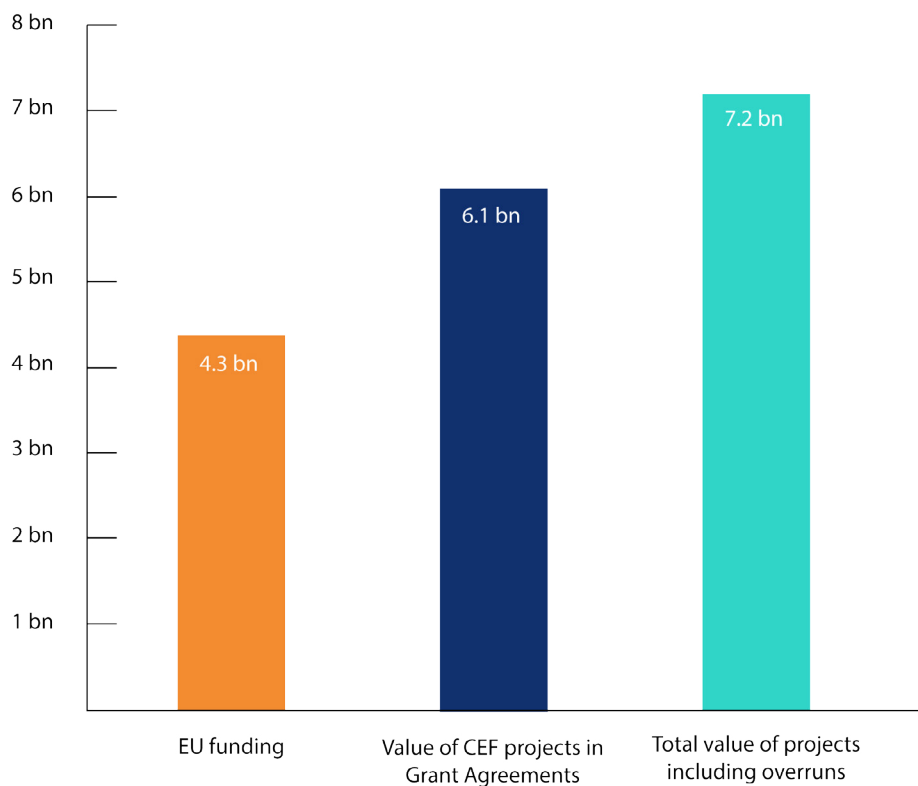


² According to available data from 2019

6. Connecting Europe Facility in the transport sector in Poland

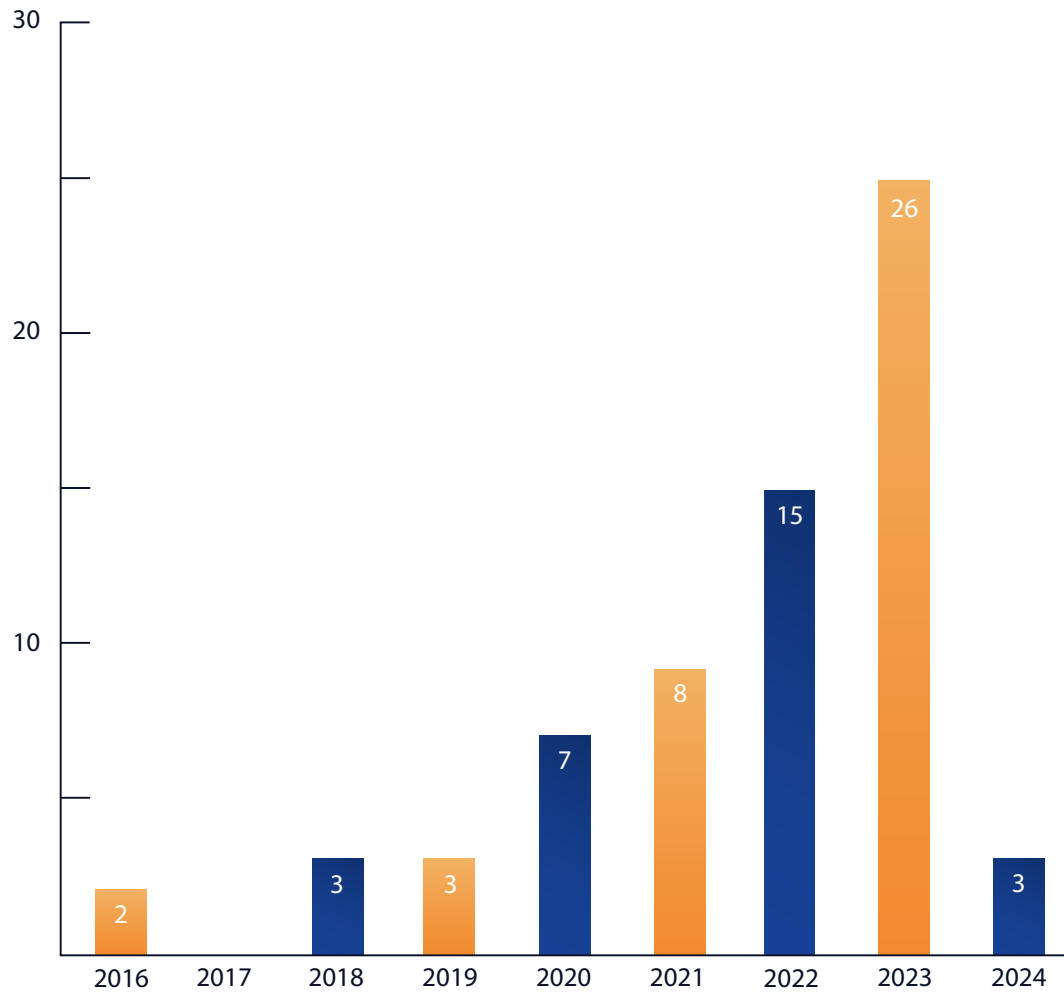
In total, Polish beneficiaries have obtained co-financing for 67 projects, worth 4.345 billion euro. The total value of CEF projects as specified in grant agreements is 6.057 billion euro. The average CEF co-financing rate is therefore 72%. However, in the course of implementation, the cost of implementation of many projects has increased (inter alia due to the general increase in the prices of materials and services), so that the total actual value of CEF projects in Poland is 7.174 billion euro, giving an average level of EU co-financing of 61%.

Value of CEF projects in Poland (billion EUR)



33 projects received co-financing from cohesion envelope and 34 from general envelope. Mainly significant rail and road projects are implemented under cohesion envelope, so the value of projects amounts to 5.5 billion euro with 4.2 billion euro of CEF contribution. The value of projects under the general envelope is around 500 million euro and CEF contribution around 142 million euro.

Number of CEF projects by year of completion



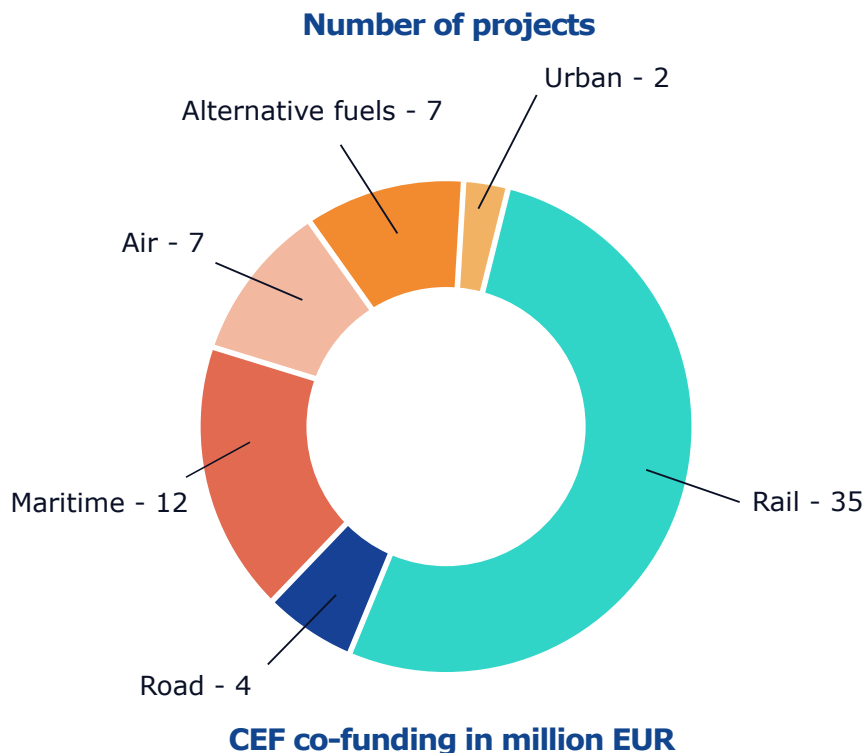
23 projects are supposed to be completed until the end of 2021, which means that 44 projects will be completed in the coming years.

6. Connecting Europe Facility in the transport sector in Poland

The projects implemented in Poland with co-financing from the Connecting Europe Facility cover practically all modes of transport. By far the largest number of projects, 35, come from the rail sector. Maritime transport is represented by 12 projects. 7 projects concern the air traffic management system (SESAR). The CEF aims to support the development of alternative fuels infrastructure and 7 Polish projects are being implemented in this branch. 4 projects come from the road sector, 3 of which are Intelligent Transport Systems (ITS), and one is an infrastructure investment. The remaining 2 projects represent urban transport.

Taking into account the amount of funding obtained, the predominance of rail transport is even greater. In second place is road transport and in third place maritime transport. Funding for projects in the other sectors is significantly lower.

CEF portfolio by sector of transport



Rail 3 652 mln (84%)

Road 504 mln (12%)

Maritime 166 mln (4%)

Air 13 mln (0,3%)

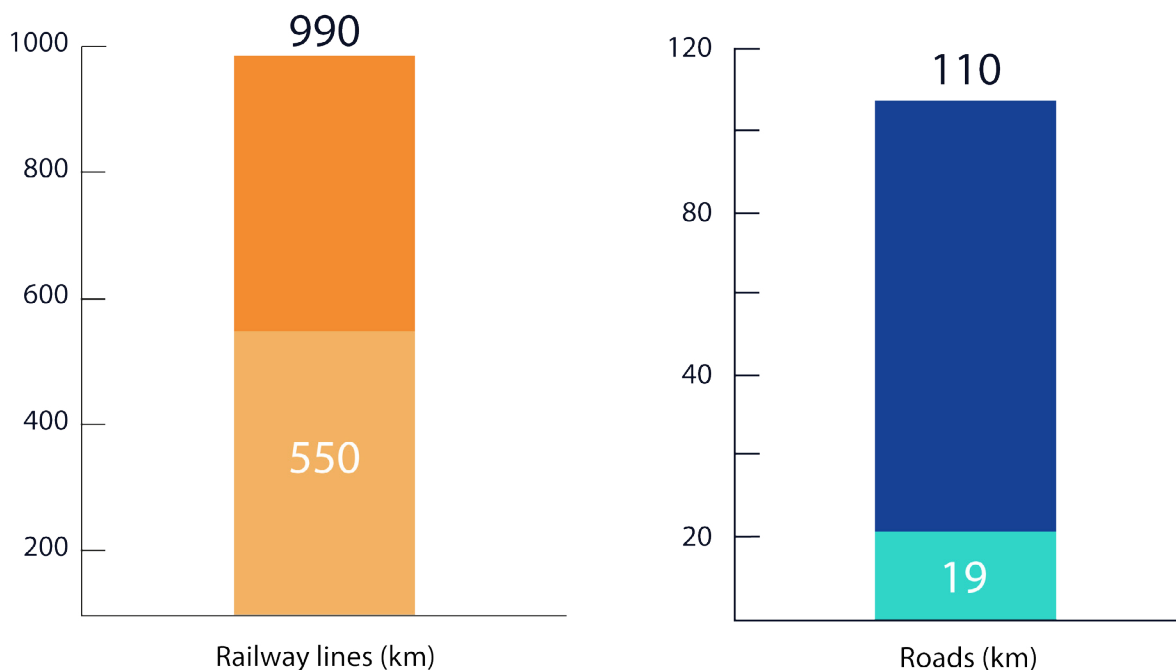
Alternative fuels 7 mln (0,2%)



Urban 3 mln (0,1%)



6. Connecting Europe Facility in the transport sector in Poland

The CEF railway projects in Poland will result in 990 km of railway lines being modernised (together with their associated infrastructure) and 27 km of electrification, as well as the construction of 110 km of new express road (S61). A modern traffic management system will be introduced on 990 km of railway lines, 1100 km of roads, as well as in the construction of the Single Sky. On the coast, seaports will be expanded along with access infrastructure (roads and railways). Projects implemented thanks to the CEF are also the creation of 20 project documentation preparing investments for implementation within the financial perspective 2021-2027.

Length of railways and roads under modernisation and construction (km)

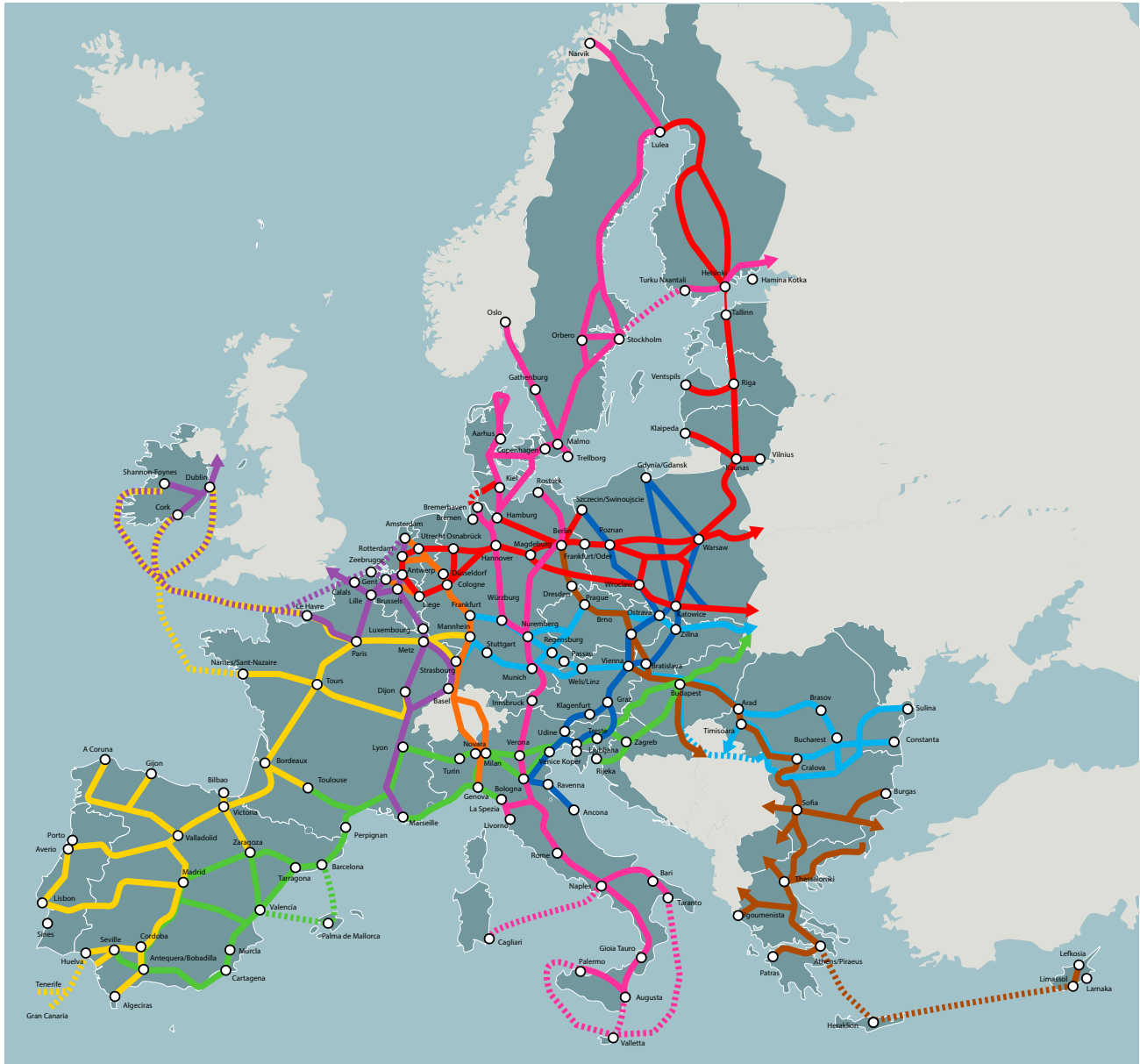


 To be upgraded
 Incl. already upgraded

 To be built
 Incl. already built

6.1 Contribution of Polish CEF projects to the TEN-T network

Map of the TEN-T network corridors



6.1. Contribution of Polish CEF projects to the TEN-T network

The aim of implementation of CEF projects is to contribute to the construction of the trans-European transport network, especially the so-called TEN-T core network corridors, which are a special instrument facilitating the coordinated implementation of the network. Two TEN-T Corridors run through Poland:

1. **Baltic Sea - Adriatic Sea:**

Gdynia – Gdańsk – Katowice/Sławków, Gdańsk – Warszawa – Katowice, Katowice – Ostrawa – Brno – Wiedeń, Szczecin/Świnoujście – Poznań – Wrocław – Ostrawa, Katowice – Żylna – Bratysława – Wiedeń

2. **North Sea - Baltic Sea:**

Kowno – Warszawa, border with Belarus – Warszawa – Poznań – Frankfurt (Oder) – Berlin – Hamburg (in CEF 2021-2027 Regulation 3 sections were added: Warszawa – Łódź – Katowice/Wrocław, border with Ukraine – Rzeszów – Katowice – Wrocław – border with Germany, Szczecin/Świnoujście – Berlin)

These corridors reflect the main axes of transport connections running through Poland: North-South (Baltic - Adriatic) and East-West (North Sea - Baltic).

Poland's contribution to the Baltic-Adriatic corridor consists primarily of projects in all four ports on the core TEN-T network (Gdańsk, Gdynia, Szczecin and Świnoujście), including modernisation of railway access to the ports. Almost the entire E59 railway line from Szczecin via Poznań to Wrocław is being modernised. Near the Czech border sections of the railway line between Opole and Kędzierzyn-Koźle and a fragment of the route from Katowice to the border crossing at Zebrzydowice are being modernised.

In the North Sea-Baltic corridor, Polish sections of the key EU rail route Rail Baltica and the road route Via Baltica, connecting the Baltic countries with Poland and the rest of Europe, are being constructed and modernised. In addition, a very large section of the E20 line, which runs from the border with Belarus to the border with Germany, is being modernised.

Investment in railway infrastructure will result in improved parameters in accordance with the TEN-T network development guidelines :

- increasing the permissible speed to 160 km/h for passenger trains and to 100-120 km/h for freight trains
- increasing the maximum axle load to 22.5 tonnes
- allowing the running of trains with a length of 740 m.

6.1. Contribution of Polish CEF projects to the TEN-T network

In addition to improving these three key parameters, the following elements are being upgraded on the rail network during the investment:

- energy infrastructure supplying electricity to trains
- platforms
- traffic control devices.

The effect of the investment measures will be:

- reducing journey times
- adaptation of platforms to serve passengers with reduced mobility
- increased capacity to allow more trains to run
- possibility to run longer and heavier freight trains
- improved safety in railway traffic.

As an example, after completion of investments on the E59 and E20 lines, journey times between Warszawa and Szczecin, which before modernisation were over 5 hours for the fastest trains, will be significantly reduced.

It should also not be forgotten that CEF projects create synergies with projects implemented with EU co-financing as part of the Operational Programme Infrastructure and Environment and as part of Regional Operational Programmes. An example of such synergy is the construction of Via Baltica, which will provide a connection via the S61 expressway between Warszawa, north-eastern Poland, Lithuania and other Baltic States. Part of the investment is implemented under the CEF, and part under OPI&E.

On the one hand, investments in ports improve their hinterland accessibility, and on the other hand they contribute to the modernisation of the infrastructure from the sea side. This in turn translates into better conditions for ships and better connections both with Scandinavian countries and more broadly with other countries in the EU and outside Europe.

The alternative fuel projects have so far been mainly pilot ones, but the aim in the new CEF will be to make the TEN-T corridors in Poland offer more opportunities for low-emission travel.

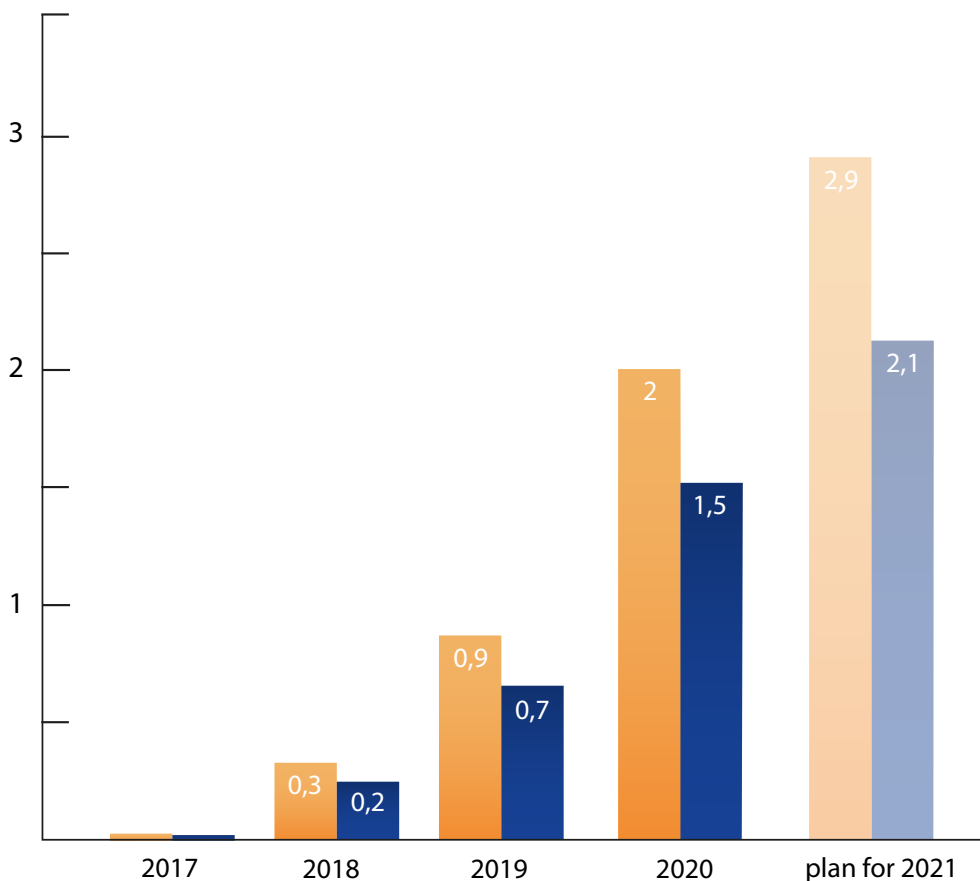
In summary, CEF projects in Poland have made a significant contribution to the modernisation of the TEN-T corridors, which comprise all modes of transport. These activities will result in the possibility of faster and more comfortable national and international travel, which translates into improved free movement of people and goods between EU countries, one of the pillars of the Union. Within the framework of the CEF, in the new financial perspective 2021-2027, further investments are planned on the TEN-T corridors so that they offer consistent performance across their entire length.

6.2 State of implementation in financial terms

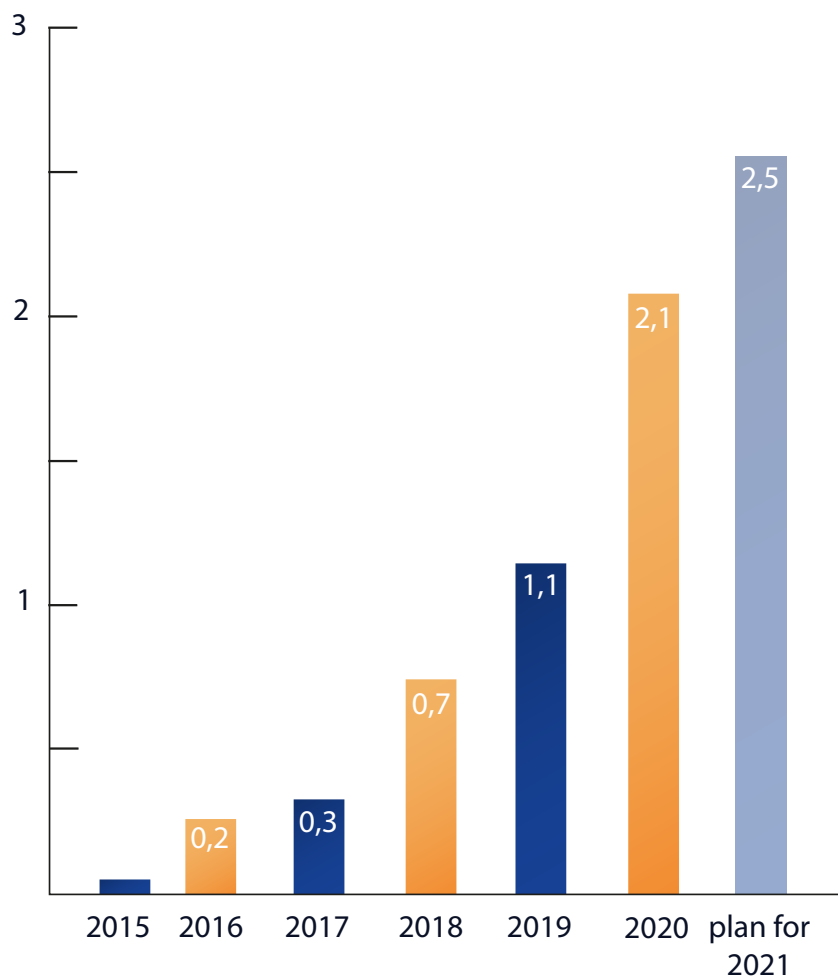
The European Commission has approved, as for the end of 2020, the expenses of CEF beneficiaries from Poland at the level of 2 billion euro, including EU co-financing at the level of 1.5 billion euro. This means that about 1/3 of the total planned expenditure has already been accounted for. In 2021 beneficiaries from Poland submitted financial statements covering over 900 million euro, including almost 600 million of CEF contribution. Documents are being verified by CINEA, but if they are accepted, all certified costs will reach 2.9 billion euro including 2.1 billion euro of CEF contribution. This will constitute almost half of the total value of projects.

The amount of CEF funds received by Polish beneficiaries comprises also pre-financing for planned expenses.

Expenses certified and planned for certification by the Commission cumulatively from 2017 to 2021 (billion EUR)



Amount of payments received so far and planned to be received from the EU for the implementation of Polish projects cumulatively from 2015 to 2021 (billion EUR)



The above figures show what the financial benefits of CEF-financed projects have been to date so far. These funds contribute to Poland's economic development, which has been particularly important in recent times, marked by the COVID-19 pandemic.

7

CEF management system at national level

A management system for CEF financial assistance is in place at the national level, enabling effective cooperation between national and EU institutions and Beneficiaries. The adopted management system enables national pre-financing of large infrastructure projects.

The basic tasks in the system are performed by:

- at the EU level: European Commission (EC), European Climate, Infrastructure and Environment Executive Agency (CINEA),
- at national level: Ministry of Development Funds and Regional Policy, Ministry of Finance and Centre for EU Transport Projects (CEUTP), as well as Bank Gospodarstwa Krajowego as a financial institution accredited by the European Commission under the CEF Transport Blending Facility.

The Ministry of Development Funds and Regional Policy acts as the body responsible for the implementation of the CEF and is responsible for the implementation of Member State tasks under *Regulation (EU) No 1316/2013 of the European Parliament and of the Council of 11 December 2013 establishing the Connecting Europe Facility, amending Regulation (EU) No 913/2010 and repealing Regulations (EC) No 680/2007 and (EC) No 67/2010*. The Ministry cooperates with the European Commission in programming the Instrument and individual competitions, as well as with CINEA in monitoring the implementation of supported projects. The Ministry of Development Funds and Regional Policy ensures the transmission to the CEUTP, beneficiaries and other involved entities of information necessary for the proper use of the CEF financial assistance and the implementation of projects in accordance with the EU law. In particular, the Ministry gives its opinion on the drafts of multiannual and annual work programmes, coordinates the procedure of applying for co-financing at the national level, analyses and gives its opinion on the submitted applications, if necessary consulting other institutions, approves applications for co-financing before they are submitted to the EC, acts as an information point during the conducted calls. For projects, which received co-financing, the Ministry, together with CEUTP, concludes with the beneficiaries agreements regulating the cooperation at the national level.

CEUTP plays an important role in the process of monitoring the correct and timely implementation of projects in accordance with the national and EU law. In particular, it performs tasks related to the verification of applications for project co-financing in the area indicated by the Ministry of Development Funds and Regional Policy and tasks related to financial control, financial audit, verification of proceedings and annexes to agreements on public procurement and other agreements with contractors. Moreover, for projects operating in the public finance system, CEUTP participates in the process of transferring co-financing to Beneficiaries.

The Ministry of Finance participates in the management system with regard to financial flows on the basis of the provisions of the Public Finance Act.

Bank Gospodarstwa Krajowego, as a financial institution accredited by the European Commission within the CEF Transport Blending Facility, participates in cooperation with the Ministry of Development Funds and Regional Policy and CEUTP in the preparation of the project pipeline to the aforementioned mechanism, and first of all in financing the so-called „blending” projects combining the CEF grants with repayable financing.

8 Polish beneficiaries of the CEF Transport

The group of CEF beneficiaries, who obtained positive assessment for their projects and can implement them, is very diverse and includes representatives of all transport modes. We present below some of them with the hope that their successes will encourage other applicants to take advantage of CEF support. Thanks to the assistance of the Ministry of Development Funds and Regional Policy, the preparation of the applications themselves should not be a significant barrier when applying for EU funds.

Poland has been very successful in obtaining funds under the CEF. This is evidenced, among others, by the fact that the largest beneficiary of CEF funds on the scale of the whole European Union is a Polish company - **PKP Polskie Linie Kolejowe S.A. (PLK)**. PKP Polskie Linie Kolejowe S.A. is the main railway infrastructure manager in Poland. The company manages a network of over 18,500 km of railway lines (96% of the country's operated railway network). PLK is the largest beneficiary both in terms of the value of projects (4.8 billion euro), the amount of granted funding (3.6 billion euro) and the number of implemented projects (28). PKP Polskie Linie Kolejowe S.A.'s projects include both preparatory work, i.e. preparation of documentation for future works and, most of all, the works themselves which are carried out on a large part of the railway network, with particular emphasis on the corridors of the TEN-T core network (E20, E30, E59, E65, E75 main lines). The investments include not only the modernisation of the railway tracks, but also the entire accompanying infrastructure, e.g. power supply and railway traffic control devices.

Modernisation works implemented with CEF funds cover key railway junctions - Warszawa, Silesia and Kraków, as well as the most important points generating freight traffic in Poland - rail access to sea ports in Gdańsk, Gdynia, Szczecin and Świnoujście. The company is also involved in CEF projects concerning the expansion and improvement of the offer on rail freight corridors no. 5 and no. 8. In this way, there is a consistent implementation of technical standards of the TEN-T network: both on the Polish railway network and in relation to the infrastructure of other managers. PLK is also a forerunner in Poland in the use of the blending mechanism in railway projects, i.e. the financial assembly of the project, which combines non-repayable financing (CEF grant) and repayable resources (e.g. loans). The company has used this mechanism for the project of modernisation of the E59 railway line section Wronki - Słonice.

8. Polish beneficiaries of the CEF Transport

Ireneusz Merchel, President of the Management Board of PKP Polskie Linie Kolejowe S.A:

Thanks to investments co-financed by the CEF, travel between regions is even faster. Modernised lines and comfortable platforms accessible to all make ecological railways an increasingly attractive mean of public transport in Poland and Europe.

Projects implemented on successive sections of the international railway line Rail Baltica, which connects the Baltic States with Poland and other EU countries, have received very substantial funding. These are important investments for the trans-European and Polish railway network.

With the support of CEF funds, the last section of the Węglińiec - Zgorzelec line on the international E30 route was electrified. The investment has also facilitated national and international freight traffic. CEF funding will also ensure shorter journeys on the line from Kraków to Katowice, from Wrocław to Poznań and from the capital of Wielkopolska to Szczecin.

Rail journeys in agglomerations are also becoming more attractive and comfortable thanks to investments with CEF funding. Daily and tourist journeys around Warszawa are made easier by a modernised ring line connecting Warszawa Zachodnia and Warszawa Gdańska stations. The stops are accessible for persons with reduced mobility, and have been integrated with other means of urban transport, e.g. metro. The modernisation of the railway line from Grodzisk Mazowiecki to the capital provides commuters with a fast and safe journey to work or school. In Kraków, a huge investment is currently underway, thanks to which travel in the capital of Małopolska, the voivodeship and the international connection will be even more efficient thanks to an additional pair of tracks and new bridges.

The situation related to the coronavirus pandemic has not stopped railway investments in Poland. Work is progressing on, among others, port projects which aim to increase the capacity of the lines to the ports of Gdańsk, Gdynia, Szczecin and Świnoujście and thus provide for greater exchange of goods. There will be longer, even 750-metre-long and heavier trains. The ports will receive and clear more cargo, which will increase the competitiveness of rail transport and have a positive impact on the economic development of the regions. At present, intensive work is being carried out while maintaining train traffic.



New switches in Konin station

8. Polish beneficiaries of the CEF Transport

The Solidarity Transport Hub LLC (CPK) is also benefiting from CEF support. The beneficiary's ambitious investment plans are to comprehensively remodel the Polish transport system. CPK is a planned transfer hub between Warszawa and Łódź, which will integrate air, rail and road transport.

The company is currently implementing 3 projects under the CEF worth 52 million euro. These undertakings mainly focus on developing the documentation for the sections that will constitute the High-Speed Railway network in Poland. The preparatory works undertaken by CPK concern complex investments which will increase the accessibility of rail transport for particular regions of the country and will influence the development of fast rail connections in the European Union.

Mikołaj Wild, President of the CPK company:

The Solidarity Transport Hub is a key transport project not only from the perspective of Poland, but also of Europe, especially Central and Eastern Europe. I am very pleased that it has been recognised at the EU level, thanks to which we have received and continue to receive financing for our activities from the CEF instrument. These grants allow us to carry out preparatory and design work, to organise international workshops and, more broadly, to raise the profile of our rail and airport project throughout Europe.



Map of Solidarity Transport Hub rail program

8. Polish beneficiaries of the CEF Transport

Another national transport infrastructure manager which is using CEF support to adapt its standards to the requirements of the TEN-T network is the **General Directorate for National Roads and Motorways (GDDKiA)**. The GDDKiA is implementing, among others, the construction of the S61 expressway to the border with Lithuania, which, in addition to the international aspect, improves the accessibility of the beautiful Suwałki and Elk Lake Districts and creates a synergy effect with the neighbouring project co-financed by the Operational Programme Infrastructure and Environment. By implementing further CEF projects, the beneficiary also aims to create an integrated traffic management system and to electronically exchange international traffic data. Thanks to CEF funding, it also participates in the implementation of subsequent stages of the development of intelligent transport systems in the European Union. The General Directorate for National Roads and Motorways, with the support from CEF funds, carries out its mission, which is to maintain and develop the infrastructure of national roads and motorways in Poland. There are 4 projects of this beneficiary in total, worth almost 900 million euro and co-financed from CEF for more than 500 million euro.

Tomasz Żuchowski, acting General Director of National Roads and Motorways:

In the case of the General Directorate for National Roads and Motorways, the CEF co-financing primarily supports two huge projects. The first one is the construction of the S61 expressway from Szczuczyn to the border with Lithuania, where the total length of the implemented sections is nearly 110 km. This section is part of a larger whole, the international transport corridor connecting the Baltic States with Western Europe - the Via Baltica. This route will take over the transit of heavy goods vehicles travelling to the Lithuanian border and further north through Latvia and Estonia to Finland. This corridor is also used by transport companies operating a road connection between Western and Eastern Europe. The S61 expressway will also facilitate convenient and safe access to the cities located along it: Łomża, Elk, Suwałki as well as the attractive recreational areas of Mazury and Podlasie.

The second project is the National Road Traffic Management System. In a nutshell, it is our priority undertaking in the field of intelligent transport systems (ITS). A single, integrated system will be built and implemented, thanks to which we will launch ITS services of the greatest significance for drivers. This is dynamic and ongoing traffic management, which will improve not only the flow of traffic, but also the safety of road users. Thanks to integrated systems, drivers will receive comprehensive information about the traffic situation. They will be able to better plan their journey and react during it.

These two projects form an integral whole. How would modern highways function without an innovative management system? At GDDKiA we have a broad view on the development of the national road network. Our plans and projects do not end with the construction of new routes. It is comprehensive thinking about modern and safe infrastructure, not only here and now, but above all in the future.



Interchange on Suwałki bypass

8. Polish beneficiaries of the CEF Transport

It is worth noting that not only entities from the land transport sector have the opportunity to obtain CEF support. **The Polish Air Navigation Services Agency (PANSA, PAŻP)** has for years been one of the most active partners in the SESAR (Single European Sky Air Traffic Management Research) programme, the technological component dedicated to the Single European Sky (SES). PANSA's involvement in SESAR implementation programmes translates into 7 projects worth approx. 25 million euro. PANSA has been a CEF beneficiary since 2014.

The effects of the implementation of projects co-financed by the CEF include: a modernised air traffic management system (Air Traffic Management, ATM), equipped with functionalities allowing to perform flights on straight lines, without fixed airways (Free Route Airspace, FRA), enabling migration to the new air traffic management system iTEC, implementation of CPDLC (Controller-pilot data link communications) and new data transmission services (Data Link Service - DLS), SWIM (System Wide Information Management) and newPENS (New Pan-European Network Services). Thanks to CEF projects, modernized communication infrastructure connected with data transmission - Local Area Network (LAN) and European ATM Communication Gateway - was also created.

Janusz Janiszewski, President of PANSA:

At the Polish Air Navigation Services Agency we direct our efforts towards the development of technologies that support air traffic control and improve airspace management, in line with the European ATM Master Plan. Our special concern is that the effects of these solutions should have an impact on environmental protection. We design them to provide our operational staff with as much data as possible, which enhances their work. Every day our controllers use, among other equipment, SESAR-related innovations to support their work.



Air traffic control center

8. Polish beneficiaries of the CEF Transport

The support from CEF funds for investments in waterborne transport positively influences the development of sea ports in Poland, which have achieved record increases in transshipment in recent years, becoming a flywheel not only for local development, but also for the entire national economy. This is well illustrated by the example of the seaport in Gdańsk. **The Port of Gdańsk Authority SA (PGA SA)** is a beneficiary of CEF funds and is currently implementing two projects, with another two already completed, worth almost 160 million euro. These undertakings have made it possible to modernise the infrastructure serving directly the ships as well as the rail and road access infrastructure to the port from the land side. This allows an increase in the pace of development of the Port itself, increasing its competitiveness, but most of all it translates into the creation of a coherent transport infrastructure of the TEN-T Baltic - Adriatic corridor. Without access to CEF funds, the company would not have been able to carry out the full range of investments in such a short time. Supporting projects with CEF funds increases the port's business credibility and encourages its economic environment to strengthen cooperation.

Stawomir Michalewski, Vice President for Finance, PGA S.A.:

The Port of Gdańsk for several years has been successfully implementing large infrastructural investments co-financed from the Connecting Europe Facility. These projects contribute to the increase of handling capacities, as well as to the improvement of transport conditions in the Port of Gdańsk, which is the key link of intermodal transport in the TEN-T network. The investments also have a positive impact on the development of the Central and Eastern European market by improving access to the Port and increasing its competitiveness and the quality of the services provided. Without support from the CEF, it would not have been possible to carry out projects of such a large scale and in such a short time in the Port of Gdańsk.



View of the port of Gdańsk

8. Polish beneficiaries of the CEF Transport

To a lesser extent, CEF funds enable the development of environmentally friendly public transport systems in cities. Poland's two largest cities, **Warszawa and Kraków**, are benefiting from CEF support as they implement study projects involving the development of integrated transport.

Andrzej Kulig, Deputy Mayor of Kraków for Social and Municipal Policy:

In Kraków, the construction of new tram lines works well in terms of connecting peripheral housing estates with the city centre, but now there is also a need to create an efficient transport system to cross the most urbanised, central part of Kraków. Extensive analyses carried out with CEF funds have shown that the premetro is the optimal solution from social, functional and financial point of view. We want as many people as possible to choose alternatives to car use, and a 9-minute ride through the tunnel under the very centre of the city is an almost revolutionary change.

The CEF also supports innovative projects, which contribute to reducing transport emissions and developing alternative fuels infrastructure. One of the Polish beneficiaries in this area are entities from the **LOTOS Group**.

The alternative fuels sector in Poland is at an early stage of development, but significant progress can be expected in this field in the coming years, in line with the EU transport policy.

Sylwia Pawlak, Innovation Director at LOTOS Group:

LOTOS Group has been using funds from the CEF instrument for many years now. In fact, this facility assists us in initiating activities in each of the alternative fuels market segments: LNG, electromobility and hydromobility. The attractiveness of the CEF is mainly due to the relatively high level of co-financing; however, the availability of ongoing, broad administrative support from national institutions, namely the Ministry of Development Funds and Regional Policy and the Centre for EU Transport Projects, is also very valuable.

9.

CEF Transport projects in Poland

9.1 Rail transport

9.1.1 Projects on the Baltic – Adriatic Corridor

Improving rail access to the Gdansk port (CEF project no. 2015-PL-TM-0006-W)

Beneficiary: PKP Polskie Linie Kolejowe S.A.

Eligible cost: EUR 132.77 million

CEF contribution: EUR 108.54 million

Implementation period: 2016-2022

Improving rail access to the Gdynia port (CEF project no. 2015-PL-TM-0034-W)

Beneficiary: PKP Polskie Linie Kolejowe S.A.

Eligible cost: EUR 190.87 million

CEF contribution: EUR 162.24 million

Implementation period: 2016-2022

Improving rail access to the Szczecin and Świnoujście seaports (CEF project no. 2015-PL-TM-0125-W)

Beneficiary: PKP Polskie Linie Kolejowe S.A. (coordinator),
Szczecin and Świnoujście Seaports Authority S.A.

Eligible cost: EUR 141.06 million

CEF contribution: EUR 119.90 million

Implementation period: 2016-2022

9.1.1 Projects on the Baltic – Adriatic Corridor

The objective of these projects is to improve rail access and trans-loading capacity of the ports by increasing the technical parameters of a total of approx. 60 km of railway lines, i.e. adjusting the main route tracks and main principle stations' track to the speed of 60 km/h, and in the other station tracks to 40 km/h; ensuring the acceptable axle load of 221 kN for all line and station tracks and up to 245 kN for engineering structures; adjusting stations to service 740 m long trains.



Gdynia Port station, view before implementation

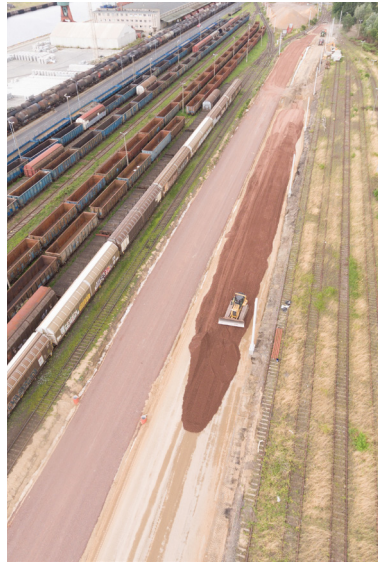


Gdynia Port station, project underway

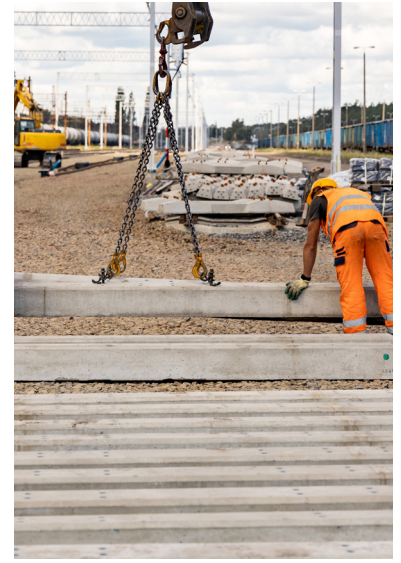
9.1.1 Projects on the Baltic – Adriatic Corridor



Gdańsk Zaspa Towarowa station



Szczecin Port station



Świnoujście SiA station



Gdańsk Port Północny station

Projects on E59 railway route:

Works on the E 59 railway line, Poznań Główny – Szczecin Dąbie section (CEF project no. 2014-PL-TMC-0198-W)

Beneficiary: PKP Polskie Linie Kolejowe S.A.

Eligible cost: EUR 495.30 million

CEF contribution: EUR 407.53 million

Implementation period: 2015-2022

The project concerns modernisation of the E59 railway line on sections Poznań - Wronki and Słonice - Szczecin Dąbie of a total length of approx. 119 km. Its scope includes, inter alia, preparation of design documentation and reconstruction of track systems with accompanying infrastructure. The works will cover the reconstruction of the track surface and track bed, reconstruction of 8 railway stations, modernisation of 39 and liquidation of 14 railway level crossings, modernisation of 13 railway viaducts, reconstruction of 37 platforms along with small architecture, modernisation of the catenary network, power supply systems, and electrical power system for non-traction purposes. The project also includes the construction of railway traffic command and control systems and telecommunication network.



Station Szamotuły



Rail stop Baborówko

Works on the E59 railway line on the Wronki - Słonice section (CEF project no. 2017-PL-TM-0054-W)

Beneficiary: PKP Polskie Linie Kolejowe S.A.

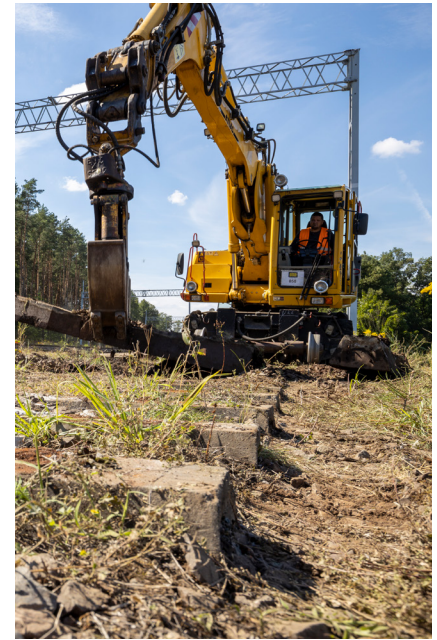
Eligible cost: EUR 302.74 million

CEF contribution: EUR 60.55 million

Implementation period: 2019-2022

The project includes the modernisation of the railway line on the section Wronki - Słonice with a total length of 75 km. Its scope includes, among others, the reconstruction of track systems along with the accompanying infrastructure. The works include e.g. reconstruction of 6 railway stations and 4 railway stops, modernisation of 24 and liquidation of 4 railway level crossings; modernisation of 5 railway viaducts; reconstruction of 20 platforms together with small architecture and modernisation of the catenary network. The project also includes the reconstruction of railway traffic command and control systems and telecommunication network.

As a result of project implementation on the E59 railway line on the section Poznań Główny - Szczecin Dąbie, travel time will be shortened by approx. 50 minutes (depending on the train category).



Works in the area of Podlesiec



Station Drawski Młyn

9.1.1 Projects on the Baltic – Adriatic Corridor:

Works on the E 59 railway line on the Wrocław – Poznań section, stage IV, border of Dolnośląskie Voivodeship – Czempin section (CEF project no. 2014-PL-TMC-0180-W)

Beneficiary: PKP Polskie Linie Kolejowe S.A.

Eligible cost: EUR 295.03 million

CEF contribution: EUR 226.50 million

Implementation period: 2015-2023

The project covers modernisation of the E59 railway line on the section from the border of the Dolnośląskie voivodeship to Czempin with a length of approx. 71 km, including, inter alia, reconstruction of track systems, reconstruction of 5 railway stations and 22 platforms, reconstruction of the track surface and track bed, modernisation of 24 and liquidation of 34 railway level crossings, modernisation of 7 railway viaducts and 1 road viaduct, construction of 1 ecoduct, 4 railway viaducts and 3 road viaducts and modernisation of the catenary network. The project also includes the construction of traffic command and control systems and telecommunication devices, including the construction of a Local Control Centre in Leszno.

The railway station building in Leszno, through which the modernised railway line runs, entered the final of the plebiscite Modernisation of the Year 2011, as it was recognised as a very successful modernisation of a building originally built in the 1970s.

At the turn of the 1940s and 1950s the so-called Balt-Orient Express, an international train with a complicated route: Stockholm - Malmö - Trelleborg (ferry carriage crossing) - Świnoujście - Szczecin Dąbie - Poznań Główny - Wrocław Główny - Chalupki - Bogumin - Žilina - Budapest - Bucharest/Belgrade – Sofia operated on the modernised line. The journey took up to four days, depending on the destination, and the train ran three times a week from Stockholm to Belgrade. The train had also wagons from Norway, which were included in Malmö.



View before implementation, planned viaduct at Rawicz station



Viaduct built in Widziszewo

Upgrading the Krzyż station to the TEN-T core network requirements – design documentation (CEF project no. 2020-PL-TMC-0098-S)

Beneficiary: PKP Polskie Linie Kolejowe S.A.

Eligible cost: EUR 2.06 million

CEF contribution: EUR 1.03 million

Implementation period: 2021-2023

The project includes the preparation of design documentation for the Krzyż station, tender documentation for construction works and obtaining administrative decisions enabling the start of the construction phase. This is a continuation of works on the E59 railway line, where Krzyż station is defined as a bottleneck.

Works on E59 railway line, Kędzierzyn-Koźle - Chałupki section – design documentation (CEF project no. 2020-PL-TMC-0073-S)

Beneficiary: PKP Polskie Linie Kolejowe S.A.

Eligible cost: EUR 21.41 million

CEF contribution: EUR 18.20 million

Implementation period: 2021-2023

The project is part of the modernization of the E59 railway line, leading in Poland from the ports of Szczecin and Świnoujście through Poznań, Wrocław, Opole, Kędzierzyn-Koźle to Chałupki (Polish-Czech border). It includes the preparation of documentation for the planned construction works on 54 kilometres of railway line no. 151. This line is one of the last E59 sections not modernised in Poland, that do not meet the requirements of the TEN-T core network. Future construction works will improve the line's usability by providing railway operators with higher operating speeds, increased the line's capacity, shortened journey times and increased safety.

Projects on E65 railway route

Safety improvement on the Central Railway Line by removal of level crossings at km 127 and 147 and construction of two road viaducts (CEF project no. 2014-PL-TMC-0207-W)

Beneficiary: PKP Polskie Linie Kolejowe S.A.

Eligible cost: EUR 4.14 million

CEF contribution: EUR 3.52 million

Implementation period: 2014-2016

The project involved the elimination of two railway level crossings on the Central Railway Line (CMK) and replacing them with road viaducts:

- at km 127 at the crossing with the district road between Ruda Pilczycka and Czermno on the border of the Łódź and Świętokrzyskie voivodeships
- at km 147 on the crossing with the Zabrodzie - Jamskie communal road in Świętokrzyskie voivodeship.

Thanks to this investment, the permissible train speed on the Olszamowice - Włoszczowa Północ section of the CMK line connecting Warszawa with Kraków and Silesia was increased from 160 km/h to 200 km/h.



New road viaduct over CMK

Works on primary passenger lines (E30 and E65) within the Śląskie Province, stage I: E65 railway line, Będzin - Katowice - Tychy - Czechowice-Dziedzice - Zebrzydowice section - preparatory works (CEF project no. 2015-PL-TM-0081-S)

Beneficiary: PKP Polskie Linie Kolejowe S.A.

Eligible cost: EUR 8.91 million

CEF contribution: EUR 7.57 million

Implementation period: 2017- 2021

The aim of the project is to prepare construction, detailed design documentation, executive and tender documentation and to obtain the necessary administrative decisions. The completed documentation will make it possible to start construction works on the section Będzin - Katowice - Zebrzydowice - state border (excluding the section Katowice - Tychy) with a total length of approximately 127 km.

Works on primary passenger lines (E30 and E65) within the Silesian Province, stage I E65 railway line, Będzin – Katowice – Tychy – Czechowice-Dziedzice – - Zebrzydowice; LOT C Most Wisła – Czechowice-Dziedzice – Zabrzeg section (CEF project no. 2016-PL-TMC-0105-W)

Beneficiary: PKP Polskie Linie Kolejowe S.A.

Eligible cost: EUR 111.71 million

CEF contribution: EUR 94.95 million

Implementation period: 2017-2023

The project covers modernisation of the E65 railway line along the section LOT C Most Wisła – Czechowice-Dziedzice - Zabrzeg (lines no. 93, 139, 150, 693) with a length of 17.9 km. The construction works include modernisation of the Czechowice-Dziedzice station along with the adjacent junction signal boxes (Most Wisła, Ochodza and Zabrzeg), modernisation of the surface and track bed, modernisation of level crossings, existing overpasses and railway bridges as well as the catenary network. A new Local Control Command and Signalling Centre (LCS) in Czechowice-Dziedzice will be also built.

9.1.1 Projects on the Baltic – Adriatic Corridor:

The railway station in Dziedzice (at that time) was put into use in 1855, along with the construction of the Austro-Hungarian Northern Railway. In the period of partitions the station was a border station as the areas on the other side of the Vistula River towards Pszczyna were under Prussian rule. Therefore, the Czechowice-Dziedzice station building itself occupies quite a large area.

Also after Poland regained its independence in 1918, due to its location on the main line and border location, trains carrying to Poland the ashes of Henryk Sienkiewicz (on 25 October 1924) or General Józef Bem (on 20 June 1929) were welcomed at the Czechowice-Dziedzice station.

The Zebrzydowice railway station in turn handles the largest number of international freight train routes in Poland: out of approximately 58,700 freight train routes cleared in international traffic, over 14,400 were carried out through Zebrzydowice station (that is over 24%, which means that almost every 4th international freight train entered or left Poland via Zebrzydowice).



Bridge over Vistula River

Projects in Warsaw Railway Node:

Works on the Warsaw ring railway (section Warszawa Gołębki/Warszawa Zachodnia - Warszawa Gdańska) (CEF project no. 2014-PL-TMC-0212-W)

Beneficiary: PKP Polskie Linie Kolejowe S.A.

Eligible cost: EUR 54.07 million

CEF contribution: EUR 45.96 million

Implementation period: 2015–2020

The project concerns works on the bypass line in Warszawa in the area of the Warszawa Railway Node and includes design and works related to the modernisation of the railway line:

- no. 20 on the section Warszawa Gołębki/Warszawa Zachodnia – Warszawa Gdańska from km 4.350 to km 11.200
- no. 507 Warszawa Główna Towarowa - Warszawa Gołębki from km 0.965 to km 2.523
- no. 509 Warszawa Główna Towarowa - Warszawa Gdańska from km - 1.250 to km 10.262.

The project also includes the construction of two new passengers stops: Warszawa Powązki and Warszawa Obozowa, modernisation of 3 stops: Warszawa Zachodnia platform no. 8, Warszawa Kasprzaka and Warszawa Koło, construction of a new platform at Warszawa Gdańska station, reconstruction of 8 railway viaducts and 1 pedestrian crossing under the tracks, as well as construction of 3 footbridges near Warszawa Kasprzaka, Obozowa and Koło stops. The works mentioned above were completed.



New stop Warszawa Powązki

9.1.1 Projects on the Baltic – Adriatic Corridor:

Works on railway line Warszawa Warszawa Włochy - Grodzisk Mazowiecki (line no. 447) (CEF project no. 2014-PL-TMC-0205-W)

Beneficiary: PKP Polskie Linie Kolejowe S.A.

Eligible cost: EUR 67.59 million

CEF contribution: EUR 50.35 million

Implementation period: 2015-2021

Within the scope of the project, the following tasks were carried out: modernisation of the railway line with a length of approximately 24.4 km, including the construction of turnouts infrastructure at Warszawa Włochy station, modernisation of the side tracks at Pruszków station, modernisation of the traction network, power supply systems, non-traction power supply. The project also included the modernisation of 3 viaducts and 4 bridges, underpasses for people with reduced mobility, construction of a road tunnel in Pruszków together with a pedestrian and cyclist route, modernisation of platforms together with equipment at passenger stops, construction of a new Parzniew passenger stop, modernisation of railway traffic control devices, instalation of an automatic block signalling, modernisation of telecommunication equipment.

Line 447 is part of the route of the historic Warszawa-Vienna railway. The railway line was opened in 1845. On 15 December 1936, the section between Warszawa Zachodnia and Pruszków was electrified, and on 22 May 1937 the electrification of the section between Pruszków and Grodzisk Mazowiecki was completed, making railway line no. 447 fully electrified.

During the CEF project's modernisation, fragments of a historical timetable were discovered in the subway under the PKP Warszawa Włochy station. The historical timetable, together with a fragment of a wall, was excavated and is to be placed in a special display case at the station.



Platform in Milanówek with pre-war shelter



Platform in Brwinów

Other projects on the Baltic – Adriatic Corridor:

Establishment of a new Comprehensive TEN-T Network cross-border line linking Katowice and Ostrava regions (Phase I) (CEF project no. 2019-PL-TA-0064-S)

Beneficiary: Centralny Port Komunikacyjny Sp. z o.o.

Eligible cost: EUR 3.5 million

CEF contribution: EUR 1.75 million

Implementation period: 2019 - 2022

The project concerns the study work for the creation of a new railway line between Chybie and Żory, Jastrzębie-Zdrój and the border crossing Poland-Czech Republic. This is a 30-kilometre section of a cross-border railway line, located on the TEN-T comprehensive network, in the Ostrava-Katowice section. According to the CPK Railway Programme, the planned section will be part of „spoke” no. 7, i.e. CPK - CMK - Małopolsko-Śląski Junction (WMŚ) - Czechowice-Dziedzice - Jastrzębie Zdrój - state border. The planned connection will also be a section of the European high-speed rail network. Tasks under the CEF project include the development of necessary documentation for further implementation of the project, including, inter alia, analysis of alternatives for the route of the railway line, carrying out an environmental inventory, developing a technical-economic-environmental study and programme concept, preparation of environmental documentation. The investment will significantly improve the mobility and accessibility of Jastrzębie Zdrój, a densely populated urban area (inhabited by over 100,000 people), which is currently one of the largest cities in the EU completely isolated from regular passenger’s rail connections.

Studies and activities regarding enhancement of Baltic - Adriatic Rail Freight Corridor no. 5 offer(CEF project no. 2014-EU-TM-0335-S)

Beneficiary: European Economic Interest Grouping for Rail Freight Corridor no. 5

Eligible cost: EUR 2.9 million

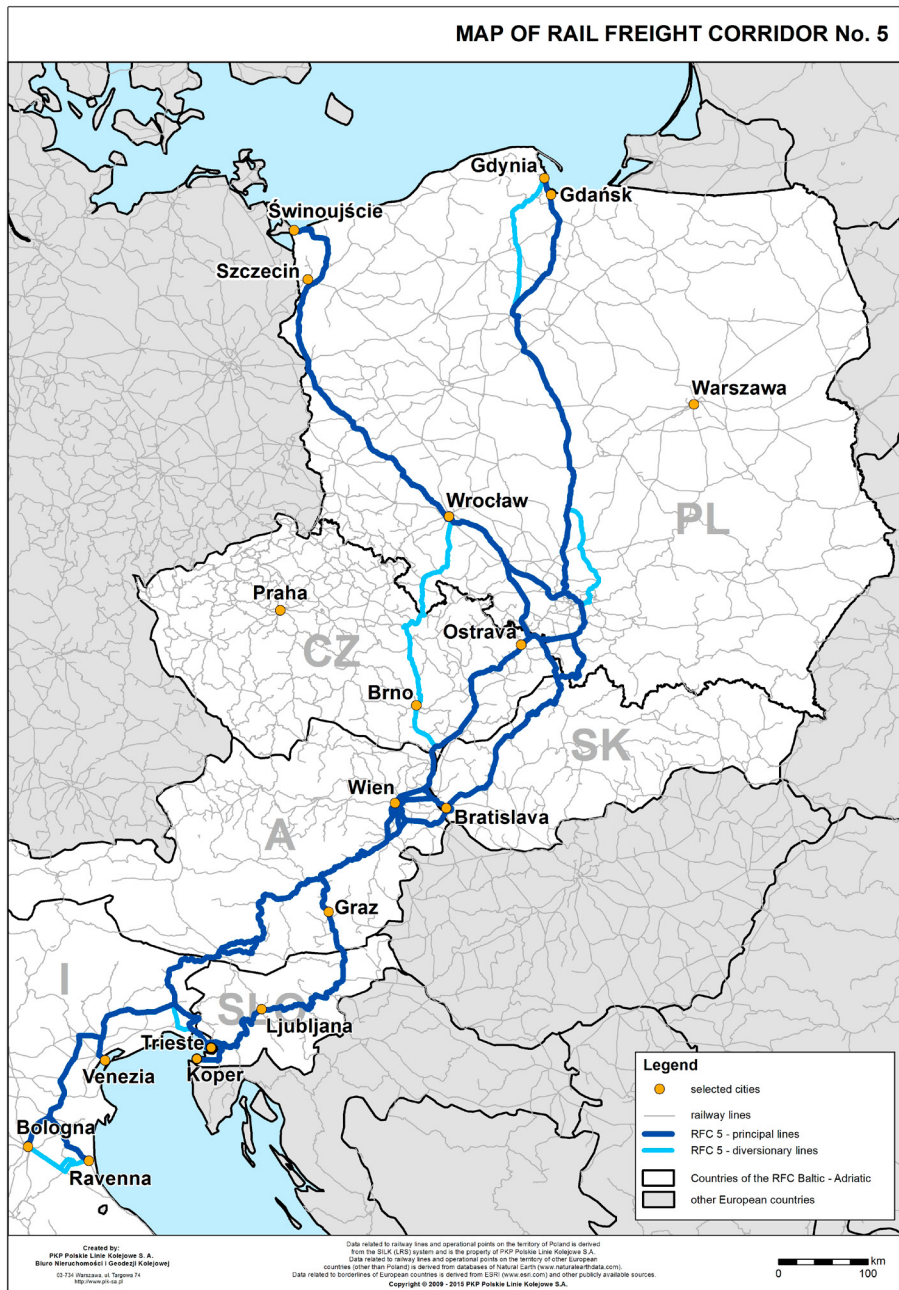
CEF contribution: EUR 1.4 million

Implementation period: 2016 - 2020

The project concerned activities necessary to implement and support the operation of the Baltic - Adriatic Rail Freight Corridor in the first years after its launch.

Due to the relocation of the Beneficiary’s headquarters to Italy as of 1 January 2019, the supervision of the project implementation has been taken over by the Italian administration.

9.1.1 Projects on the Baltic – Adriatic Corridor:



Map of Rail Freight Corridor no. 5

9.1.2 Projects on the North Sea - Baltic Corridor

Rail Baltica projects:

Works on the E75 railway line Sadowne – Czyżew section, along with the remaining works on the Warszawa Rembertów – Sadowne section (CEF project no. 2014-PL-TMC-0182-W)

Beneficiary: PKP Polskie Linie Kolejowe S.A.

Eligible cost: EUR 235.17 million

CEF contribution: EUR 179.20 million

Implementation period: 2016-2023

The project includes the modernisation of a 35 km long section of the E75 Sadowne - Czyżew railway line. The project scope includes, among others, the following tasks:

- construction of 4 two-level crossings
- construction of 5 road viaducts
- construction of 6 pedestrian underpasses
- modernisation of the signalling system
- construction of a new building of the Local Control Command and Signalling Centre in Małkinia.

The project also includes the implementation of the European Train Control System ERTMS/ETCS on the E75 line section between Warszawa Rembertów and Czyżew.



Małkinia station



New bridge over Bug River

Works on the E75 railway line, Czyżew - Białystok section (phase I) (CEF project no. 2015-PL-TM-0002-W)

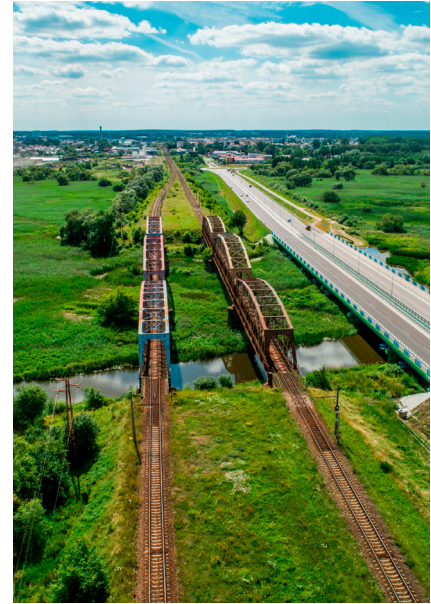
Beneficiary: PKP Polskie Linie Kolejowe S.A.

Eligible cost: EUR 371.72 million

CEF contribution: EUR 283.25 million

Implementation period: 2016-2022

The project covers the first phase of modernisation of the Czyżew - Białystok section with a length of 71 km. The scope of the project includes, inter alia, the development of design documentation and the implementation of construction works, including, inter alia: the upgrading of one track and track bed of the existing double-track line along with drainage, the modernization of 1 railway viaduct and 3 railway bridges, the modernization of 2 passenger stops and 13 platforms, the construction of 2 grade separated intersections, the modernization of traction network and non-traction power supply equipment within the scope of one track, the construction of the Local Control Command and Signalling Centre (LCS) in Białystok. The project also includes the first phase of modernisation of 2 railway viaducts, 7 railway bridges and 9 stops, as well as the first phase of construction of 7 pedestrian underpasses and 3 grade separated intersections.



Bridge over Narew River, view before implementation



Viaduct near Czyżew, view before implementation

Works on the E75 railway line, Czyżew - Białystok section (phase II) (CEF project no. 2019-PL-TMC-0322-W)

Beneficiary: PKP Polskie Linie Kolejowe S.A.

Eligible cost: EUR 453.79 million

CEF contribution: EUR 385.72 million

Implementation period: 2020-2023

The project covers the second phase of modernisation of the 71 km-long Czyżew - Białystok section and the modernisation of approximately 15 km of other railway lines associated with the reconstruction of the Białystok station. The scope of the project includes the implementation of construction works, including, inter alia: upgrading of one track and of its track-bed of the existing double-track line, together with drainage, the construction of 17 grade separated intersections, the construction of 2 road bridges, the modernisation of 6 railway stations and 23 platforms, the construction of 1 passenger stop and 2 platforms. The project also includes the second phase of modernisation of 2 railway viaducts, 7 railway bridges and 9 stops, as well as the second phase of construction of 7 pedestrian underpasses and 3 grade separated intersections. Implementation of the project will contribute to the improvement of the line's technical parameters, inter alia, by increasing the maximum speed of passenger trains to 200 km/h.



Level crossing in Trypucie, view before implementation



Białystok station, view before implementation

Works on the E75 railway line, Białystok - Suwałki - Trakiszki (state border) section, Stage I Białystok - Ełk section (CEF project no. 2016-PL-TMC-0135-W)

Beneficiary: PKP Polskie Linie Kolejowe S.A.

Eligible cost: EUR 167.23 million

CEF contribution: EUR 142.14 million

Implementation period: 2017-2023

The scope of the project includes preparation of design documentation for the section Białystok - Ełk, execution of construction works in the area of Ełk, including among others: modernisation of two railway stations and one passenger stop, modernisation of tracks and track bed along with drainage on about 11 km of the line, construction of 2 railway viaducts, modernisation of 1 railway bridge, construction of 2 pedestrian underpasses, modernisation and construction of the electricity network, power supply systems, non-traction electric power equipment, construction of the Local Control Command and Signalling Centre (LCS) in Ełk.



Level crossing in Ełk, view before project implementation

Works on the E75 railway line, Ełk-Trakiszki (state border) section - design documentation (CEF project no. 2019-PL-TMC-0302-S)

Beneficiary: PKP Polskie Linie Kolejowe S.A.

Eligible cost: EUR 43.15 million

CEF contribution: EUR 36.68 million

Implementation period: 2020-2023

The project involves completing the Feasibility Study and developing project documentation for modernisation of the Ełk-Trakiszki (border with Lithuania) section along with obtaining administrative decisions, including building permits. The Ełk-Trakiszki cross-border section is part of the TEN-T North Sea-Baltic Core Network corridor and Rail Baltica railway line. The project will enable to launch tender for construction works on the Ełk - state border section in order to adapt it to the requirements of the TEN-T network, but also to enable passenger trains to operate at speeds of 250 km/h.

Projects on E20 railway route:

Works on the E20 railway line, Warszawa – Poznań section - remaining works, Sochaczew – Swarzędz section (CEF project no. 2014-PL-TMC-0185-W)

Beneficiary: PKP Polskie Linie Kolejowe S.A.

Eligible cost: EUR 462.71 million

CEF contribution: EUR 347.82 million

Implementation period: 2015-2022

The project involves carrying out modernisation works between Warszawa and Poznań on the section Sochaczew - Swarzędz and on the section Placencja - Łowicz Główny (approx. 235 km of the E20/C-E20 line), consisting in reconstruction of the track surface on the section of approx. 186 km along with modernisation of the track bed, reconstruction of the overhead contact system, power supply systems and non-traction electric power equipment. Also, 3 Local Control Command and Signalling Centres in Łowicz, Kutno and Konin will be equipped with modern control command and signalling systems, with a subsequent possibility of installing the ERTMS system.



Tracks between Sochaczew and Bednary



Modernised infrastructure near Kutno

Works on the E20 railway line, Siedlce – Terespol section, Stage III - LCS Terespol (CEF project no. 2015-PL-TM-0007-W)

Beneficiary: PKP Polskie Linie Kolejowe S.A.

Eligible cost: EUR 101.09 million

CEF contribution: EUR 84.51 million

Implementation period: 2016-2022

Modernisation covers a section of the E20 railway line with a length of approximately 41 km. The scope of works includes the design and execution of construction works in the area of the Local Control Command and Signalling Centre (LCS) Terespol - Biała Podlaska, Małaszewicze, Terespol stations (full extent of works) and the line sections (only control command and signalling and telecommunications systems), including construction of a road tunnel in Biała Podlaska, construction of a local control and signalling building with a level crossing gatehouse at the Chotyłów station, construction of a level crossing gatehouse - Kobylany station, construction of access roads to the railway infrastructure, adjustment of railway tracks, installation of power supply and control command and signalling equipment.



Terespol station



Małaszewicze station

Modernisation of railway infrastructure at the Małaszewicze Transloading Zone forming part of the Rail Freight Corridor no.8, at the border between the EU and Belarus - studies (CEF project no. 2015-PL-TM-0037-S)

Beneficiary: CARGOTOR Sp. z o.o.

Eligible cost: EUR 2.60 million

CEF contribution: EUR 2.21 million

Implementation period: 2016-2021

The project concerned the development of project documentation (feasibility study, construction design, obtaining administrative decisions) in preparation for the modification, extension and modernisation of the railway infrastructure in the transloading zone of Małaszewicze. Investments planned for implementation on the basis of documentation prepared under the project will contribute to an increase in the transloading capacity of the transloading zone of Małaszewicze by more than 45%.



Małaszewicze transloading zone

Projects on E30 railway route (from the border with Germany to the border with Ukraine):

Electrification of railway lines no. 278, 274 , Węgliniec - Zgorzelec section (CEF project no. 2015-PL-TM-0022-W)

Beneficiary: PKP Polskie Linie Kolejowe S.A.

Eligible cost: EUR 12.79 million

CEF contribution: EUR 10.87 million

Implementation period: 2017-2020

The project included the electrification of the section Węgliniec - Zgorzelec - state border with a length of approximately 27 km, including, among others, the preparation of detailed designs, obtaining a construction permit, carrying out construction works and obtaining energy certification in terms of the TSI Energy. The electrified section was connected to the power grid. For this purpose, two traction substations were built in Pieńsk and Zgorzelec, and a traction substation in Węgliniec was modernised.



Completed electrification of the line

Works on railway line E30, Kędzierzyn-Koźle - Opole Zachodnie section (CEF project no. 2016-PL-TMC-0013-W)

Beneficiary: PKP Polskie Linie Kolejowe S.A.

Eligible cost: EUR 142.38 million

CEF contribution: EUR 90.02 million

Implementation period: 2017-2023

The project includes the modernisation of the railway line with a length of approximately 44.5 km. The works will concern, among others, optimisation of the railway line geometry, complete replacement of the track surface, modernisation of the track bed, reconstruction of platforms with adjustment for persons with reduced mobility, replacement of outdated wire and radio communication devices, construction of digital monitoring systems and passenger information systems, reconstruction of selected level crossings.

An undoubted curiosity, characteristic for the Kędzierzyn-Koźle station, is the control room located at this station - untypically, as it is suspended directly over the railway tracks and catenary network. This view is particularly well seen in Upper Silesia, where such control rooms are located in Raciborz, Gliwice, Bytom and Pyskowice. Such buildings above the tracks used for controlling train traffic can also be found in Pomorze (at Gdańsk Wrzeszcz station).

In addition, Kędzierzyn-Koźle station itself was also equipped with so-called luggage platforms, with a slightly lowered height than the rest of the station's platforms, designed to handle mainly postal wagons and postal consignments.



Gogolin station



Jasiona train stop

Modernisation of E30 railway line, Zabrze - Katowice - Kraków section, stage IIb (CEF project no. 2015-PL-TM-0001-W)

Beneficiary: PKP Polskie Linie Kolejowe S.A.

Eligible cost: EUR 418.17 million

CEF contribution: EUR 324.33 million

Implementation period: 2015-2022

The project involves modernising the E30 railway line between Jaworzno Szczakowa - Trzebinia - Kraków Mydlniki - Kraków Gł. Towarowy with a length of about 52.5 km. The project involves comprehensive modernisation, construction and reconstruction of the railway track, catenary network, railway traffic command and control systems and communication devices. It also concerns engineering facilities, including modernisation, construction and reconstruction of level crossings, railway viaducts, road viaducts, as well as a bypass road and power supply system.

This is one of the most eagerly awaited by rail operators upgrades on the Polish rail network. It provides a rail alternative to the A4 motorway, particularly on its most heavily-used section in Silesia.

The project is located along railway line 133 Dąbrowa Górnicza Ząbkowice - Kraków Główny which passes through, among others, Sosnowiec Maczki station, which during the period of partition of Poland was the last station of the Warszawa-Vienna Railway on the Russian side. Hence the Sosnowiec Maczki station building has retained its monumental character to this day, as it housed the customs house and barracks. On the other side of the Biała Przemsza river there was already the Austrian annexation. The railway station and the station building were captured by the Insurgents during the January Uprising of 1863, which was a considerable tactical success. Historically, the area at the junction of Mysłowice, Sosnowiec Jęzor and Brzęczkowice was the so-called Triangle of Three Emperors, as the borders of the three partitioning states converged here.

The economic importance of the project is demonstrated by the fact that already in 2017. the President of the Office of Rail Transport issued the first ever decision on open access for a carrier from another EU state for a route including a section supported by the CEF. This was the decision on open access for the Czech passenger operator LEO Express a.s. for the Kraków - Prague route.



Dulowa station



Kraków Bronowice station

Works on the railway line no E30, Kraków Główny Towarowy - Rudzice section, along with the construction of metropolitan line tracks (CEF project no. 2015-PL-TM-0004-W)

Beneficiary: PKP Polskie Linie Kolejowe S.A.

Eligible cost: EUR 240.87 million

CEF contribution: EUR 194.91 million

Implementation period: 2016-2023

The scope of the project includes, inter alia, the modernisation of railway line no. 133 and line no. 91 with a total length of approximately 19.6 km, the construction of two agglomeration tracks on the section Kraków Główny Osobowy - Kraków Płaszów and one track of the agglomeration line on the section Kraków Płaszów - Kraków Bieżanów, demolition, reconstruction or construction of engineering structures and cubature structures along with the construction of two new bridges over the Vistula River, the construction of new passenger stops and two Local Control Command and Signalling Centres (LCS Kraków Główny and Kraków Płaszów).

On the façade of the railway viaduct over Grzegórzecka street in Kraków the numbers „1863” will be restored. This is the section of the viaduct restored as part of the CEF project. The date on the façade is the year of the completion of this structure, which initially served as a railway bridge over the Vistula River. It was only when the old Vistula riverbed was filled in at the end of the 19th century that the existing bridge became a viaduct, and thanks to the CEF it will continue to function. The extension of the railway infrastructure on the viaduct by an additional pair of tracks will allow more trains to be serviced, especially agglomeration trains, and within the viaduct itself a new stop called Kraków Grzegórzki will be located, the name of which refers to the station which existed in Kraków from the late 19th century until the 1980s.



Vistula bridge

Works on E30 railway line, Rzeszów - Medyka (state border) section - pre-project documentation (CEF project no. 2020-PL-TM-0074-S)

Beneficiary: PKP Polskie Linie Kolejowe S.A.

Eligible cost: EUR 2.31 million

CEF contribution: EUR 1.15 million

Implementation period: 2021-2024

The project involves the preparation of study documentation (Nature Inventory and Feasibility Study) necessary to develop design documentation, and then start work on the last unmodernised section of the E30 line between Katowice and the border with Ukraine. The project is the first stage of an investment whose aim is to adapt the railway to the requirements of the TEN-T core network and, consequently, to increase speed, reduce travel time, increase capacity and improve safety.

Works on C-E 30 railway line, Opole Groszowice - Jelcz - Wrocław Brochów section - design documentation (CEF project no. 2020-PL-TMC-0082-S)

Beneficiary: PKP Polskie Linie Kolejowe S.A.

Eligible cost: EUR 4.74 million

CEF contribution: EUR 2.37 million

Implementation period: 2021-2023

The project covers the preparation of the design documentation for carrying out construction works on the C-E30 section in order to achieve the parameters of the core TEN-T network. The aim of the project is to obtain documentation with all required administrative decisions necessary to launch a tender for the works.

Solidarity Transport Hub projects:

Studies for the completion of the missing link on the North Sea-Baltic CNC: High Speed connection between Warsaw and Poznań (CEF Project no. 2020-PL-TM-0085-S)

Beneficiary: Centralny Port Komunikacyjny Sp. z.o.o.

Eligible cost: EUR 21.92 million

CEF contribution: EUR 10.96 million

Implementation period: 2021-2024

The project covers the development of a study for the construction of a double track high-speed railway line on sections Warszawa - Łódź and Sieradz - Poznań with a total length of about 300 km. The new line will have a maximum speed of 250 km/h, will be equipped with devices ensuring a high level of safety, and will be fully electrified.

The study will make it possible to start designing the railway line. It will be an analytical material in the technical, environmental and economic scope, which will allow to select the final investment variant. The tender documentation developed under the project will speed up the selection of a contractor for the construction works. The obtained decision on environmental conditions will enable development of project documentation in accordance with the requirements related to minimisation of the impact on the environment.

The project is an element of the Global Project, which is the construction of the high-speed railway line Warszawa - Łódź - Poznań/Wrocław. The construction of the new railway infrastructure, based on the study included in the project, will allow significant shortening of the travel times on the routes within the North Sea - Baltic Sea corridor: domestic (Warszawa - CPK - Łódź - Poznań) and international, connecting e.g. the Baltic States with Germany. It will also enable the inclusion of the Solidarity Transport Hub in the railway network. The line will also be used by HSR trains on routes to Wrocław and the Czech Republic, as well as by fast regional trains.

Construction tunnel in Łódź with the inclusion in line 14, improving the railway connection on the TEN-T core network (CEF project no. 2020-PL-TM-0084-S)

Beneficiary: Centralny Port Komunikacyjny Sp. z o.o.

Eligible cost: EUR 26.32 million

CEF contribution: EUR 13.16 million

Implementation period: 2021 - 2024

The project covers design work for the construction of an approximately 12 km long railway line between Łódź Fabryczna and Łódź Retkinia, including a long-distance HSR tunnel and connecting passages to the existing Łódź - Sieradz line. It will consist of two main sections: a tunnel approximately 5.2 km long and the tracks on the surface (approximately 6 km). The approximately 5.2 km long tunnel will be designed for a speed of 200 km/h, however, due to the impact on the surrounding area it may be limited to 160 km/h.

The aim of the project is to develop project documentation and obtain administrative decisions to enable construction of this section to begin. As part of the project, the missing decision on environmental conditions for the Retkinia branch station will be obtained, as well as construction permits for the entire section covered by the CEF project. In addition, the tender documentation prepared under the project will speed up the selection of the contractor.

Construction of the infrastructure, based on documentation developed under the CEF project, will be crucial for the development of rail connections in Central Europe, including in particular the TEN-T North Sea-Baltic Sea Core Network corridor. The new infrastructure will enable shorter journey times on national (Warszawa - CPK - Łódź - Poznań) and international (along with Rail Baltica) routes within this corridor, connecting, among others, the Baltic countries with Germany, and including Łódź (a node of the core network) in the network of these connections. The tunnel will also be used by HSR trains on routes to Wrocław and the Czech Republic.



Conventional line tunnel in Łódź

Project on Rail Freight Corridor no. 8:

Establishment of Rail Freight Corridor „North Sea - Baltic” and its further development aiming at improving conditions for international rail freight transport (RFC 8) (CEF project no. 2014-EU-TM-0217-S)

Beneficiary: European Economic Interest Grouping for Rail Freight Corridor no. 8

Eligible cost: EUR 6.1 million

CEF contribution: EUR 3.06 million

Implementation period: 2015 - 2020

The project concerned activities necessary for the implementation and operation of the Rail Freight Corridor North Sea - Baltic in the first years after its launch. In particular, the project included the preparation of implementing measures to launch the Corridor, preparation of the necessary documentation for customers (Corridor Information Document and catalogue of pre-arranged path), updating the Transport Market Study, preparation of the Corridor extension to Riga and Tallinn.

In addition to the main task of offering capacity, the purpose of the Corridor is also the harmonisation of traffic management for international freight trains, coordination and consultation with applicants of planned track closures, support to infrastructure managers in case of incidents on the network affecting international train traffic.



Map of Rail Freight Corridor no. 8

9.1.3. Other rail projects

Works on railway lines no. 14, 811 on the section Łódź Kaliska - Zduńska Wola - Ostrów Wielkopolski, stage I: Łódź Kaliska - Zduńska Wola (CEF project no. 2015-PL-TM-0005-W)

Beneficiary: PKP Polskie Linie Kolejowe S.A.

Eligible cost: EUR 66.81 million

CEF contribution: EUR 43.16 million

Implementation period: 2016-2023

The project consists in the modernisation of a railway line with a length of approximately 42.5 km. It covers design works and construction works, including, inter alia, modernisation of truck surface and truck bed along with with drainage, construction works on 32 engineering structures, modernisation of 13 level crossings, modernisation of 9 cubature structures, modification of facilities intended for passenger service at 4 stations and 3 passenger stops, renewal of the catenary and modernisation of 2 traction substations. Thanks to this investment, the maximum permissible speed for passenger trains will be increased to 120 km/h and for freight trains to 100 km/h. The travel time on the modernised section will be shortened (depending on the category of passenger train by approx. 21-26 minutes).



Renewed culvert in Borszewice



Modernised bridge

Deployment of ERTMS/ETCS on TEN-T core network lines (CEF project no. 2016-PL-TMC-0136-W)

Beneficiary: PKP Polskie Linie Kolejowe S.A.

Eligible cost: EUR 219.83 million

CEF contribution: EUR 186.85 million

Implementation period: 2017-2023

The project covers the development of design documentation and subsequent deployment of the European Train Control System ERTMS/ETCS Level 2 on 4 railway lines with a total length of approx. 990 km located on the TEN-T core network in Poland, which are mostly double-track lines with both freight and passenger transport:

- E20 railway line in the sections Kunowice/German border - Warszawa Gołębki, Sulejówek Miłosna - Terespol/Belarus border (lines no. 2, 3) with a length of 659 km, including installation of control command and signalling equipment and Local Control Centres
- Railway line E59 Poznań - Wrocław (lines no. 271, 273) with a length of 168 km
- Railway line E30 Podłęże - Rzeszów (line no. 91) with a length of 135 km
- Railway line E30 Węgliniec - Zgorzelec/German border (line no. 278, 274) with a length of 28 km.

ETCS provides cab signalling, which allows visualisation of the situation on the line and control of the train driver's performance based on digital data transmission, e.g. maximum train speed. Implementation of the project will increase the interoperability of the railway system and traffic safety. ETCS is required for the train to run over 160 km/h and enables the train to be operated by one driver over 130 km/h.



Eurobalises reporting train's location



Cab display

Acoustic modernisation of freight wagons in order to adapt them to functional and system requirements (CEF project no. 2016-PL-TA-0240-W)

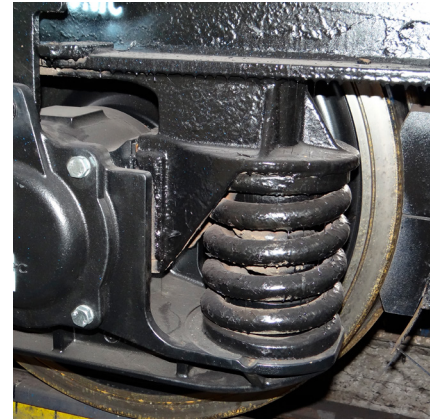
Beneficiary: PKP CARGO S.A.

Eligible cost: EUR 5.78 million

CEF contribution: EUR 1.16 million

Implementation period: 2017 - 2021

The project covers acoustic modernisation of 9265 freight wagons consisting in the replacement of cast iron brake blocks with LL-type composite brake blocks. The project contributes to the reduction of noise emitted by rail freight transport and adaptation of the rolling stock to the interoperability requirements.



Brake blocks



Freight wagons during works

9.2 Road transport

Construction of S61 expressway Szczuczyn - Budzisko (state border) (CEF project no. 2014-PL-TMC-0214-W)

Beneficiary: General Directorate for National Roads and Motorways

Eligible cost: EUR 742.82 million

CEF contribution: EUR 379.58 million

Implementation period: 2015-2022

The scope of the project includes design and construction of approx. 110 km of the S61 expressway between Szczuczyn and Budzisko (Polish-Lithuanian border), including construction of 7 road junctions, bridge structures, construction of Traveller Rest & Service Areas. The project was divided into the following implementation sections: Szczuczyn bypass - 2nd carriageway, Szczuczyn - Raczki, Suwałki bypass, Suwałki - Budzisko. Together with the A5 road on the Lithuanian side, the S61 expressway (so-called Via Baltica) will ensure continuity of the TEN-T core network corridor North Sea - Baltic Sea on both sides of the border.



Works near Elk

9.2 Road transport

On 19 May 2020, at the construction site of the S61 expressway between Suwałki and Budzisko in the village of Słobódka in the municipality of Szypliszki, road workers came across parts of a World War II aircraft. It has been established that this is an Il-2 attack plane. Interestingly, all the elements have been preserved in excellent condition - this includes the Mikulin AM38F 12-cylinder forked engine with a rating plate, radiator, deck gun and part of the navigation equipment. It is worth mentioning that the wreck in Słobódka is not the only unique thing found during the construction of the Via Baltica route. At the end of April 2020 in Suwałki road builders came across fragments of a trench line with concrete one-man shooting positions, and in May 2020 near Elk traces of an early Iron Age settlement were found.

In the summer of 2021, during work on the Elk South - Wysokie section, the builders came across another unusual discovery. In the village of Przykópka (Warmińsko-mazurskie voivodeship) a cemetery from the 18th-19th century was found. At the site archaeologists also found numerous historical objects. The finds included an amber necklace, a heart-shaped pendant, coins dating back to the 18th and 19th century, elements of clothing and jewellery (pins, buttons, pendants, clips, rings, beads, head ornaments with bronze applications), objects of everyday use and numerous fragments of ceramic vessels or animal bones.



Suwałki bypass

National Road Traffic Management System on the TEN-T network - phase I (CEF project no. 2015-PL-TM-0093-W)

Beneficiary: General Directorate for National Roads and Motorways

Eligible cost: EUR 144.95 million

CEF contribution: EUR 123.21 million

Implementation period: 2016-2023

The project involves the implementation of a single, integrated system enabling the launch of Intelligent Transport Systems (ITS) services on approx. 1.100 km of roads (part of A1, A2, A4, A8 motorways and S1, S6, S7 expressways), located along two corridors of the TEN-T core network in Poland. The system will enable dynamic traffic management in order to improve safety and traffic flow, e.g. by providing information on traffic conditions and travel times, incidents, weather, and also by dynamic designation of detours. The scope of the project includes, among others: installation of roadside infrastructure, development of central software to manage the system, establishment of national and 4 regional traffic management centres (Warszawa, Katowice, Wrocław, Łódź and Gdańsk).



Building of National Traffic Management Centre



Visualisation of control centre

CROCODILE 2 (CEF project no. 2014-EU-TM-0563-W)

Beneficiary: General Directorate for National Roads and Motorways (multilateral project, beneficiaries of the project were also entities from other countries)

Eligible cost: EUR 41.29 million

CEF contribution: EUR 8.26 million

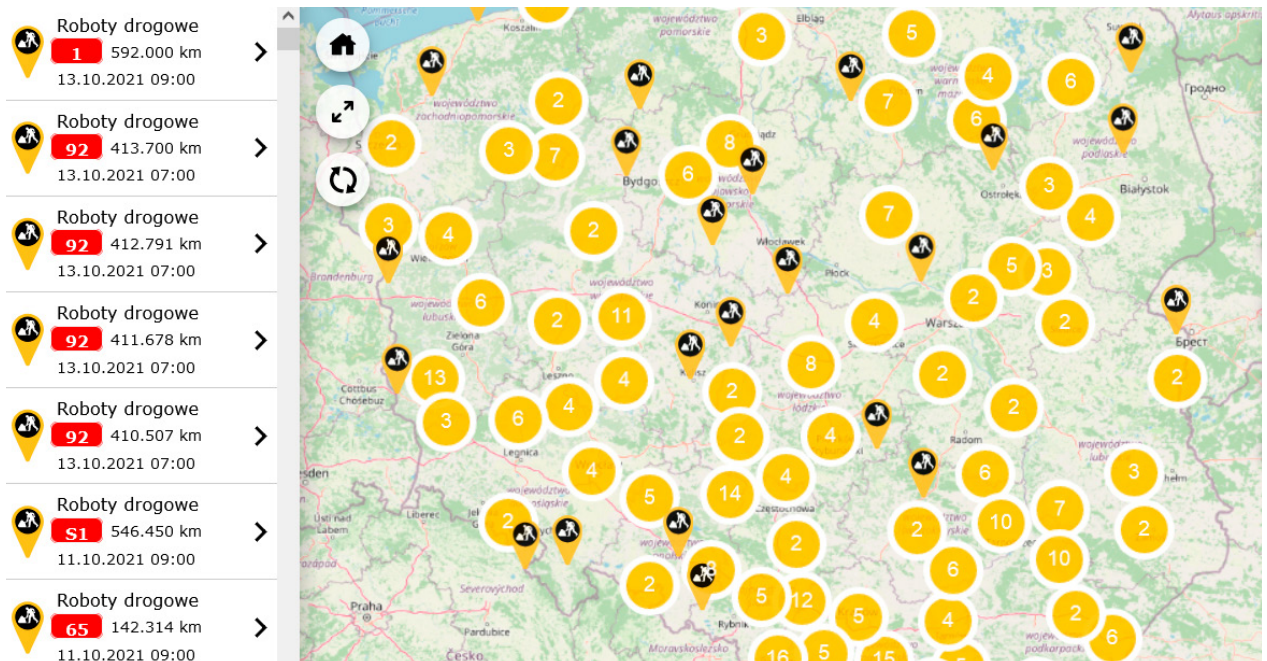
Eligible cost on the Polish side: EUR 3.24 million

CEF contribution: EUR 0.65 million

Implementation period: 2015 - 2019

The project was aimed at connecting individual road infrastructure operators and information service providers and enabling the exchange of traffic data. The project included a number of international activities, including the implementation of National Access Points (NAPs) in accordance with the ITS Directive.

Within the NAPs, information is available to end users via, among others, the project website: kpd.gddkia.gov.pl.



Display of road works

EU ITS Platform (CEF project no. 2014-EU-TM-0317-S)

Beneficiary: General Directorate for National Roads and Motorways (multilateral project, beneficiaries of the project were also entities from other countries)

Eligible cost: EUR 12.95 million

CEF contribution: EUR 6.47 million

Eligible cost on the Polish side: EUR 0.15 million

CEF contribution: EUR 0.07 million

Implementation period: 2015 - 2021

The aim of the project is to create a „platform” on which ministries, road management institutions, road operators and entities from the public and private sector of particular member states will cooperate for easier, faster and more adjusted implementation of the next stages of ITS system in Europe.

9.3 Maritime transport

9.3.1 Projects in the port of Gdańsk

Extension and modernisation of road and railway network in the Gdansk Outer Port (CEF project no. 2015-PL-TM-0372-M)

Beneficiary: Port of Gdańsk Authority SA

Eligible cost: EUR 28.77 million

CEF contribution: EUR 24.45 million

Implementation period: 2016-2021

The aim of the project was to improve the multimodal access infrastructure, i.e. the road and rail network at the Outer Port, and to create a transport network to support multimodal transport. The improvement of access to the port made it possible to create an alternative access to the quay for cars and trains, and thus better connectivity of the port with inland areas. This undertaking is one of the largest road and rail investments carried out by the Port of Gdańsk Authority SA. It included not only the modernisation of existing infrastructure facilities, but also the construction of new ones in order to improve road and rail access to the individual bases and terminals located in the deep water part of the port.



Access to DCT terminal

9.3.1 Projects in the port of Gdańsk

Modernisation of the fairway, expansion of the quays and improvement of navigation in the Internal Port in Gdansk (CEF project no. 2015-PL-TM-0413-W)

Beneficiary: Port of Gdańsk Authority SA

Eligible cost: EUR 110.28 million

CEF contribution: EUR 93.74 million

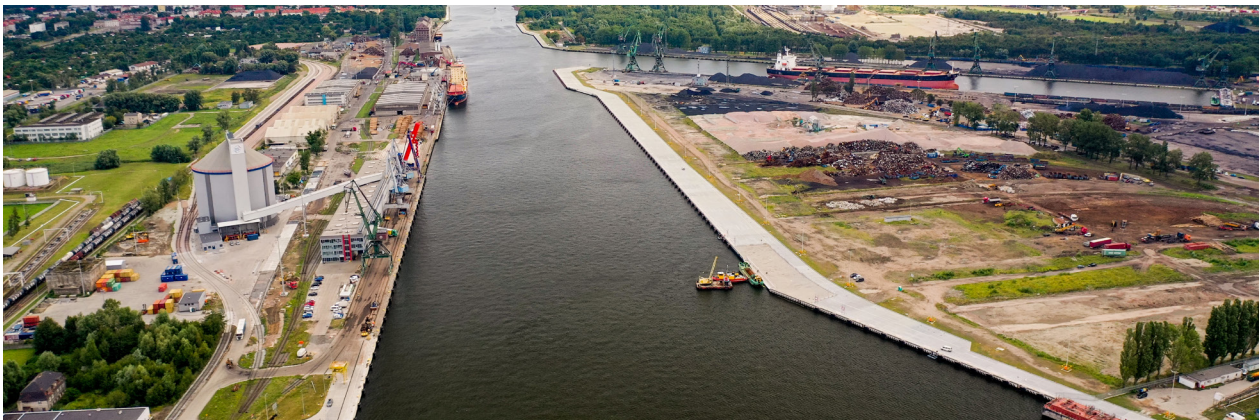
Implementation period: 2016-2022

The project includes the expansion and modernisation of the port infrastructure increasing its accessibility from the sea (widening and deepening of the fairway and modernisation of the quays) and adjusting it to the changing structure of cargo handling and larger sizes of serviced vessels (load capacity of 30,000 DWT or length of 250m and width of 35m).

This will enable an increase in port efficiency and volumes of cargo handled, as well as improve navigational conditions. The result will be an improvement in such parameters as the time and cost of ship and cargo handling, and thus an increase in the competitiveness of the port.



View before implementation



Project underway

Design and environmental documentation for the expansion and modernisation of the core network nodes in the Port of Gdańsk in terms of road and rail infrastructure (CEF project 2015-PL-TM-0280-S)

Beneficiari: Port of Gdańsk Authority SA, City of Gdańsk

Eligible cost: EUR 1.05 million

CEF contribution: EUR 0.53 million

Implementation period: 2016 - 2018

The project included the development of documentation and administrative permits necessary for the implementation of railway and road infrastructure in the Gdańsk city node. Investments that will be carried out on the basis of these documentation, will allow a significant improvement in the connection of the Port of Gdańsk with the TEN-T Baltic Sea-Adriatic Sea core network corridor. The project activities included preparing a conceptual design and obtaining an environmental decision, followed by preparation of a detailed design and obtaining a construction permit within the framework of the Port of Gdańsk Authority and the City of Gdańsk.



Map of the project scope

9.3.1 Projects in the port of Gdańsk

Extension and modernisation of core network nodes in the Sea Port in terms of road and rail access infrastructure (CEF project no. 2018-PL-TM-0093-W)

Beneficiary: Port of Gdańsk Authority SA

Eligible cost: EUR 19.36 million

CEF contribution: EUR 3.87 million

Implementation period: 2019 - 2023

The aim of the project is to improve accessibility to the port of Gdańsk, both from the sea and land, to increase its handling capacity and to raise the standard of ship services. The works will concern the construction of a new multimodal infrastructure and the modernisation of the existing one on the Industrial Quay section, a total of about 6 km of railway tracks and about 1.6 km of roads. The investment will improve connections between existing multimodal cargo port terminals and the TEN-T network within the Baltic Adriatic Core Network corridor, including the „last mile” section. The location of the project determines its strategic importance - the development of this corridor is particularly important for the Baltic and landlocked countries lying within the port hinterland and the TEN-T core network.



View of quays in Gdańsk port

9.3.2 Projects in the port of Gdynia

Feasibility study with technical documentation of an intelligent truck traffic management system in the Port of Gdynia (CEF project no. 2018-PL-TM-0023-S)

Beneficiary: Port of Gdynia Authority SA

Eligible cost: EUR 1.35 million

CEF contribution: EUR 0.67 million

Implementation period: 2019 - 2022

The project concerns the development of a feasibility study and technical documentation for the creation of an intelligent traffic management system in the Port of Gdynia. The scope of the project also includes the design of digital tools to support the operation of the traffic management system. Implementation of the project will improve the Port's operations in terms of widely understood freight traffic service.

Preparatory works for the investment task „Expansion of access infrastructure in the Port of Gdynia” (CEF project no. 2020-PL-TM-0088-S)

Beneficiary: Port of Gdynia Authority SA

Eligible cost: EUR 1.68 million

CEF contribution: EUR 0.84 million

Implementation period: 2021 - 2023

The project consists in the execution of preparatory works leading to the commencement of construction works related to the ship access infrastructure in basins IV and V of the Port of Gdynia and the reconstruction of the land access at the „last mile” section. The documentation developed under the project will make it possible to carry out an investment project that will improve the transport accessibility of the Port for ships.

9.3.3 Projects in the ports of Szczecin and Świnoujście

Sweden-Poland Sustainable Sea-Hinterland Services “Sustainable Świnoujście-Trelleborg MoS based on upgrading port infrastructure, developing intermodal transport and integrating hinterland corridors.” (CEF project no. 2014-EU-TMC-0641-M)

Beneficiary: Szczecin and Świnoujście Seaports Authority S.A.

(multilateral project, Swedish entities are also beneficiaries of the project)

Eligible cost: EUR 34.74 million

CEF contribution: EUR 24.79 million

Eligible cost on the Polish side: EUR 29.81 million

CEF contribution: EUR 22.44 million

Implementation period: 2014 - 2022

The aim of the project is to increase the integration and accessibility of European transport corridors through additional investments in the existing motorway of the sea Świnoujście - Trelleborg. There will be an increase in the capacity of the ferry terminal in Świnoujście, adaptation of the port to handle vessels with an overall length of up to 270 m, as well as increased safety of handling operations.



Reinforcement works on the quay



Works on the D yard

Sweden-Poland Sustainable Sea-Hinterland Services III (CEF project no. 2016-EU-TM-0290-M)

Beneficiary: Szczecin and Świnoujście Seaports Authority S.A.

(multilateral project, Swedish entities are also beneficiaries of the project)

Eligible cost: EUR 3.25 million

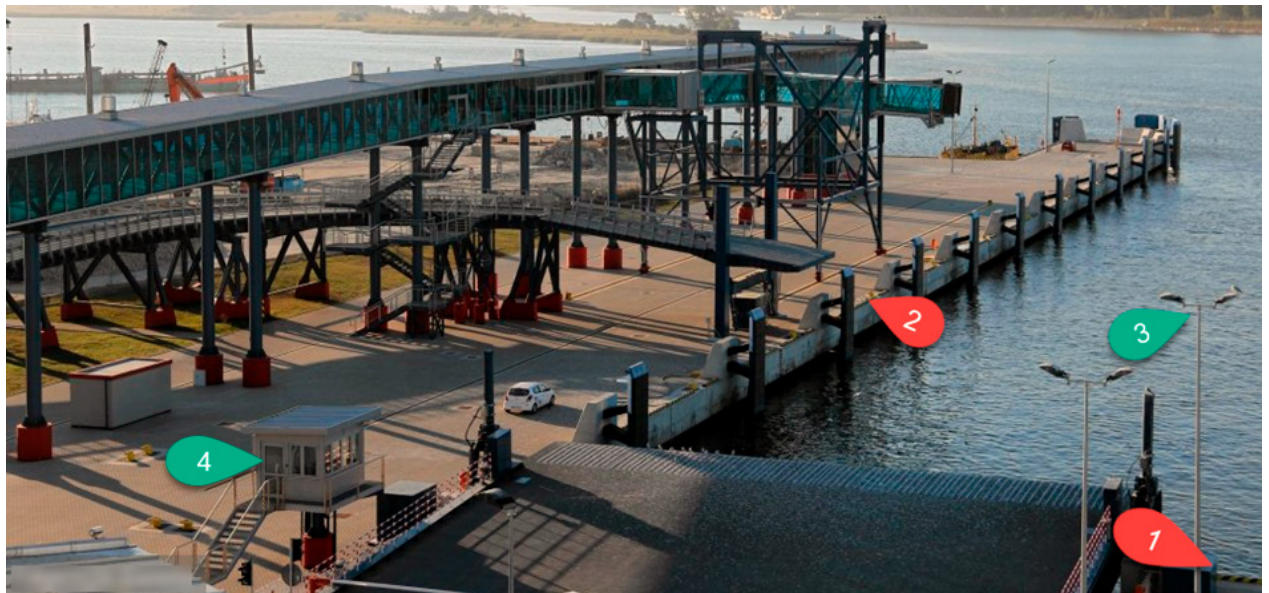
CEF contribution: EUR 0.96 million

Eligible cost on the Polish side: EUR 0.18 million

CEF contribution: EUR 0.08 million

Implementation period: 2017 - 2019

In terms of the Polish part of the project, a Pilot and Docking System (PNDS) has been developed, tested and implemented in the port of Świnoujście at the ferry quay no. 1, which with the help of two laser scanners enables precise real-time determination of the ferry's position in relation to the quay and its speed. This investment contributes to increased safety and efficiency of vessel handling on the Świnoujście - Trelleborg sea motorway.



PNDS equipment: 1, 2 - laser scanners, 3 - anemometer and camera, 4 - camera, Automatic Identification System receiver, server)

9.3.3 Projects in the ports of Szczecin and Świnoujście

Eliminating 'last mile' bottlenecks – construction of the overflow car park for lorries at the ferry terminal in Świnoujście (CEF project no. 2018-PL-TM-0028-W)

Beneficiary: Szczecin and Świnoujście Seaports Authority S.A.

Eligible cost: EUR 6.94 million

CEF contribution: EUR 1.39 million

Implementation period: 2019 - 2022

The project involves the construction of a car park for 278 trucks waiting for clearance before entering the ferries operating as part of the Swedish-Polish Motorway of the Sea. The implementation of the investment will allow the local car traffic to be more organised, thus increasing its fluidity and safety, which will effects in the elimination of the so-called bottleneck for access to the ferry terminal and the road tunnel under the Świna River. The project involves, among other things, the preparation of project documentation, including geological-engineering and geodetic documentation and a construction design. The next stage will be the commencement of construction work and supervision of its progress.



Construction works



Visualisation

Facilitating sustainability of the hinterland connection with core port in Szczecin: railway bridge over Regalica River (CEF project no. 2019-PL-TM-0244-W)

Beneficiary: National Water Management Authority „Wody Polskie”, Regional Water Management Board in Szczecin

Eligible cost: EUR 35.5 million

CEF contribution: EUR 7.1 million

Implementation period: 2020 - 2023

The aim of the project is to eliminate the collision of inland waterway and railway transport systems on the route leading to the ports of Świnoujście and Szczecin. The subsidised project involves the construction of a new, modern railway bridge to replace the existing one, which has narrow and low clearances between the pillars, making it impossible to move under it without time-consuming lifting of moving parts. The original liftable span will be conserved and left as a technical monument. The new bridge will ensure free navigation and smooth train traffic, eliminating delays and improving the reliability of freight and passenger transport. The investment will improve accessibility to sea ports in the TEN-T network corridor and prepare the infrastructure for future transport flows. In addition, the increased clearance of the bridge will allow the passage of icebreakers, which will ensure efficient ice crushing in winter and contribute to increased flood protection in the Szczecin area.



Visualisation of the new bridge

Cargo capacity upgrade and LNG bunkering. Świnoujście – Ystad maritime link (CEF project no. 2017-EU-TM-0166-W)

Beneficjenci: Ystad Municipality, Gaz System S.A., Polska Żegluga Bałtycka S.A.

Eligible cost: EUR 132.39 million

CEF contribution: EUR 34.85 million

Eligible cost on the Polish side: EUR 34.9 million

CEF contribution: EUR 10.48 million

Implementation period: 2018 - 2022

International project implemented by 3 beneficiaries. The aim of the project is to improve the capacity of the maritime link Świnoujście - Ystad, important for the further development of trade between Poland and Sweden and the increase in citizens' mobility. As a result of the project infrastructure and terminal in the port of Ystad will be modernized, an LNG bunkering ship will be built and a ferry whose propulsion system will have a double power system: LNG (as the main fuel - this element will be subject to co-financing from CEF) and diesel fuel. The ferry will run between Świnoujście and Ystad. The investment will provide an efficient and environmentally friendly link between the two ports, capable of handling the growing trade between the countries located in Scandinavia and Central and Eastern Europe. The activities carried out by the Polish beneficiaries of the project include (1) implementation of an environmentally friendly liquefied natural gas (LNG) propulsion system on the ro-pax ferry planned for introduction on the Świnoujście-Ystad line and (2) construction and commissioning of an LNG bunker.

Horizontal project:

e-Freight Implementation Action (e-Impact) (CEF project no. 2014-EU-TM-0686-S)

Beneficiary: Institute of Logistics and Warehousing, BCT - Baltic Container Terminal Sp. z o.o., Qumak S.A. (multilateral project, beneficiaries of the project are also entities from Portugal and Italy)

Eligible cost: EUR 3.67 million

CEF contribution: EUR 1.84 million

Eligible cost on the Polish side: EUR 1.13 million

CEF contribution: EUR 0.56 million

Implementation period: 2015 - 2018

The project included research and pilot implementation of market-ready applications meeting e-Freight standards, as well as technological infrastructure in ports of Poland, Italy and Portugal located on three corridors of the TEN-T core network: Atlantic, Mediterranean and Baltic - Adriatic.

9.4 Air transport – SESAR (Single European Sky ATM Research) projects

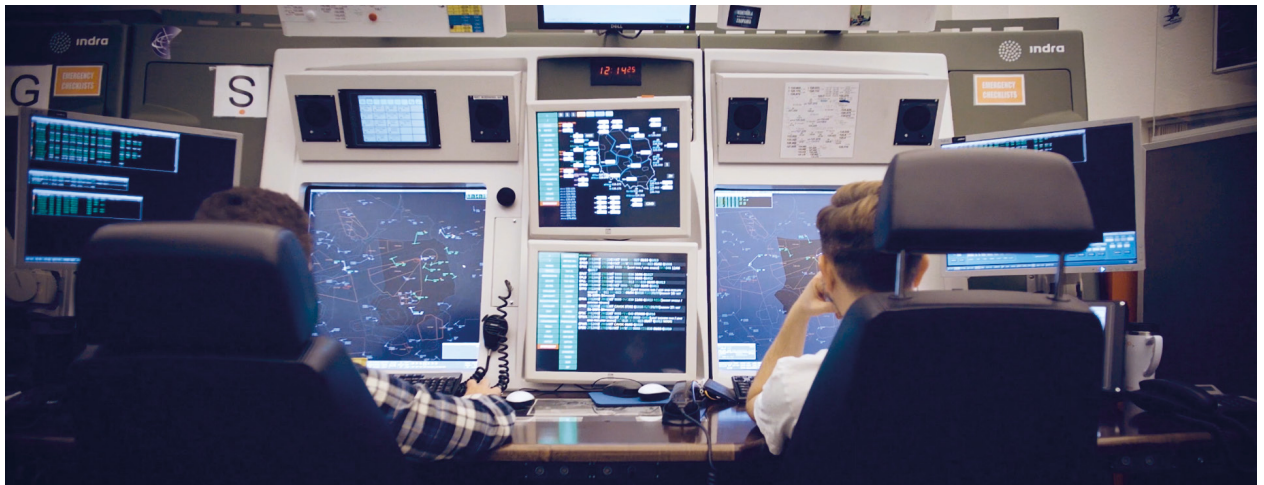
Projects aimed at implementing key functionalities for air traffic management systems contribute not only to improving safety, but also to reducing travel time, fuel savings and CO2 emissions. Projects implemented so far under SESAR have contributed to reducing emissions comparable to 3.3 million trees and reducing average passenger travel time by 250,000 minutes.

The progress of the implementation projects can be followed in real time at:

<https://www.sesardeploymentmanager.eu/partners/pansa>

As many as 93 beneficiaries from 27 Member States and 6 from third countries are involved in SESAR projects.

SESAR projects are expected to reduce emissions by 1.6 million tonnes of CO2 and fuel consumption by 500,000 tonnes by the end of 2030.



Air traffic control center

DP Implementation - call CEF 2014 (CEF project number 2014-EU-TM-0136-M)

Beneficiary: Polish Air Navigation Services Agency

(multilateral project, project beneficiaries are also entities from other countries)

Eligible cost: EUR 586.11 million

CEF contribution: EUR 289.73 million

Eligible cost on the Polish side: EUR 6.60 million

CEF contribution: EUR 3.30 million

Implementation period: 2014 - 2020

The project concerns the provision of the required air traffic management functionalities described in the Commission Implementing Regulation (EU) No 716/2014 of 27 June 2014 on the establishment of a common pilot project to support the implementation of the European Air Traffic Management Master Plan (the so-called „Pilot Common Project“).

The project is dedicated to the initial implementation of an integrated set of 86 tasks, covering 5 ATM (air traffic management system) functionalities. The Polish Air Navigation Services Agency acts as a leader in the implementation project *1st part of the upgrade of the P_21 PEGASUS system to SESAR functionalities - Test and Validation Platform for ATM functionalities common network management*.

The project includes the installation and commissioning of a Test and Validation Platform for the new Air Traffic Management (ATM) system. The Test and Validation Platform will facilitate the transition process from PEGASUS21 to the iTEC system taking into account the specificities of the Polish airspace.

SESAR Deployment Programme implementation 2015 - Cluster 3 (CEF project no. 2015-EU-TM-0197-M)

Beneficiary: Polish Air Navigation Services Agency
(multilateral project, project beneficiaries are also entities from other countries)

Eligible cost: EUR 58.40 million

CEF contribution: EUR 47.66 million

Eligible cost on the Polish side: EUR 3.58 million

CEF contribution: EUR 3.04 million

Implementation period: 2016 - 2021

The aim of the project is to implement the Single Sky concept through activities within the ATM (Air Traffic Management System) functionalities. The project will implement 24 tasks, covering 4 ATM functionalities.

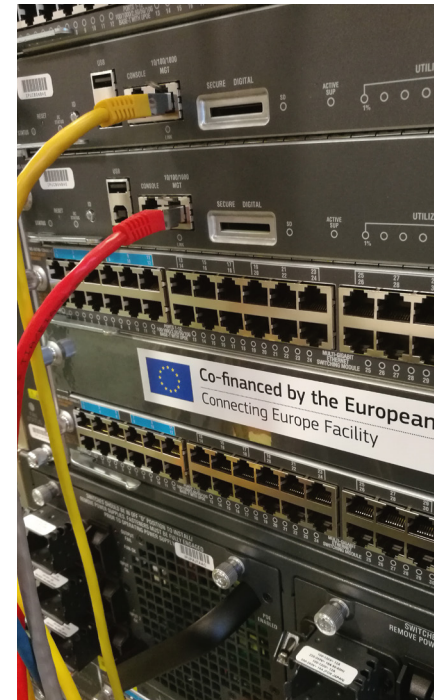
The Polish Air Navigation Services Agency within the framework of the project acts as a leader in implementation projects for the ATM functionality (function of the preliminary information management system covering the whole air transport system (SWIM)):

1. 2015_035_AF5 LAN network upgrade

The LAN upgrade will contribute to ensuring an adequate level of security and improving information flow management due to the increase in the amount of data processed in air traffic management.

2. 2015_038_AF5 The ECG Communication System upgrade

As part of the upgrade of the main ECG system (En Route Communications Gateway), the ECG-Contingency System with EDS (European directory service) will be installed, which will contribute to improve the exchange of messages between air traffic control systems.



PANSA server room

SESAR Deployment Programme implementation 2016 – Cluster 1: General (CEF project number 2016-EU-TM-0117-M)

Beneficiary: Polish Air Navigation Services Agency (multilateral project, project beneficiaries are also entities from other countries)

Eligible cost: EUR 599.05 million

CEF contribution: EUR 246.71 million

Eligible cost on the Polish side: EUR 13.40 million

CEF contribution: EUR 5.76 million

Implementation period: 2017 - 2022

The project is dedicated to the initial implementation of an integrated set of 69 tasks, covering all 6 ATM (air traffic management system) functionalities. Initial Trajectory Information Sharing The Polish Air Navigation Services Agency within the project acts as a leader in implementation projects for the ATM functionality *flexible airspace management and freedom of route planning*:

1. 2016_085_AF3 - ATM System Upgrade Towards Free Route Airspace

The project continues a series of ATM system upgrades that will enable the use of Free Route Airspace (FRA) between interested Flight Information Regions (FIRs) and allow the implementation of a regional FRA.

2. 2016_087_AF3 - iTEC Tests, Validations and Planning (iTEC-TVP)

The project is the second phase of PANSAs migration to the new air traffic management system.

PANSAs is also a leader in the implementation project for the functionality of the *initial trajectory information exchange function* 2016_162_AF6 Implementation of Data Link Service for the ATM in FIR Warszawa. The aim of the project is to implement Data Link Service above FL285 in FIR Warszawa required by the European Commission Regulation no. 29/2009. At the technical level, the project includes the extension of the Pegasus_21 Air Traffic Management System with CPDLC (Controller-Pilot Data Link Communications) functionality.

SESAR Deployment Programme Implementation 2017 (CEF project no. 2016-EU-TM-0076-M)

Beneficiary: Polish Air Navigation Services Agency (multilateral project, project beneficiaries are also entities from other countries)

Eligible cost: EUR 457.64 million

CEF contribution: : EUR 228.16 million

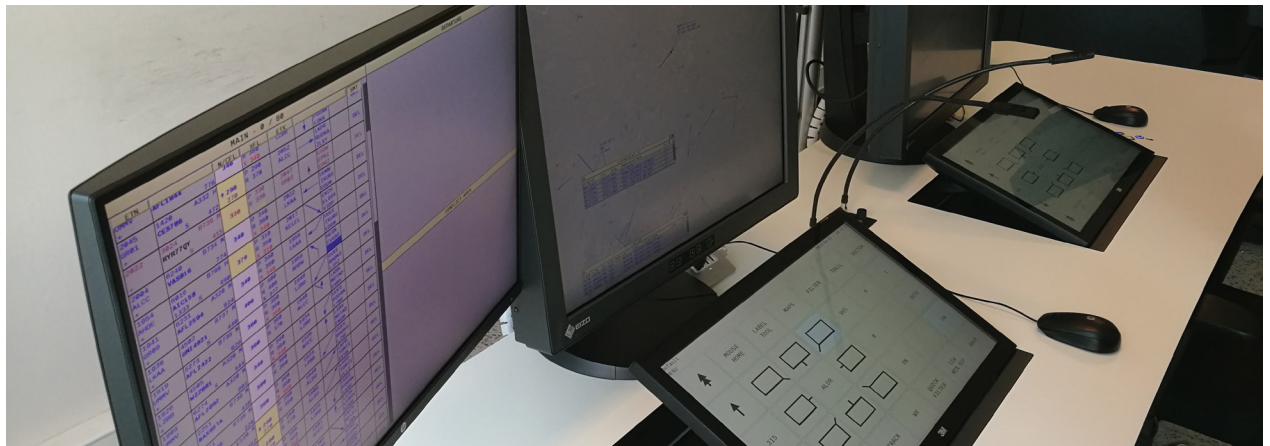
Eligible cost on the Polish side: EUR 1.95 million

CEF contribution: : EUR 0.97 million

Implementation period: 2018 - 2023

The project is dedicated to the initial implementation of an integrated set of 49 tasks, covering all 6 ATM.

The Polish Air Navigation Services Agency also participates in three multilateral projects (**2016-EU-TMC-0113-M** Cluster 2: Cohesion, **2015-EU-TM-0193-M** Cluster 1, **2015-EU-TM-0196-M** Cluster 2) being involved in the coordination of activities to modernise the European air traffic management system (administrative activities). The total value of eligible costs attributed to PANSAs in these projects amounts to EUR 13 743.



Electronic flight progress strips

9.5 Alternative fuels infrastructure

LEM project - pilot implementation of electromobility along the TEN-T base network (CEF project no. 2016-PL-TM-0281-S)

Beneficiary: LOTOS Paliwa Sp. z o.o.

Eligible cost: EUR 0.8 million

CEF contribution: EUR 0.4 million

Implementation period: 2017 - 2020

The project concerned the study works together with the pilot implementation of the infrastructure for charging electric vehicles on the station network belonging to the company LOTOS Paliwa, located along the corridors of the TEN-T core network (Baltic Sea - Adriatic Sea and North Sea - Baltic Sea) in Poland. The project included among others: construction of 12 publicly accessible, universal fast charging stations on Gdynia - Warszawa route (A1 and A2 motorway sections), preparing business plan and CBA analysis for implementation of the Global Project, consisting in implementation of EV charging infrastructure along roads on corridors of TEN-T core network in Poland, with extension to Baltic countries (Lithuania and Latvia)



Charging station in Brwinów at A2 motorway

Small scale LNG transshipment terminal in Gdansk and bunkering services (CEF Synergy project no. 2016-PL-SA-0011)

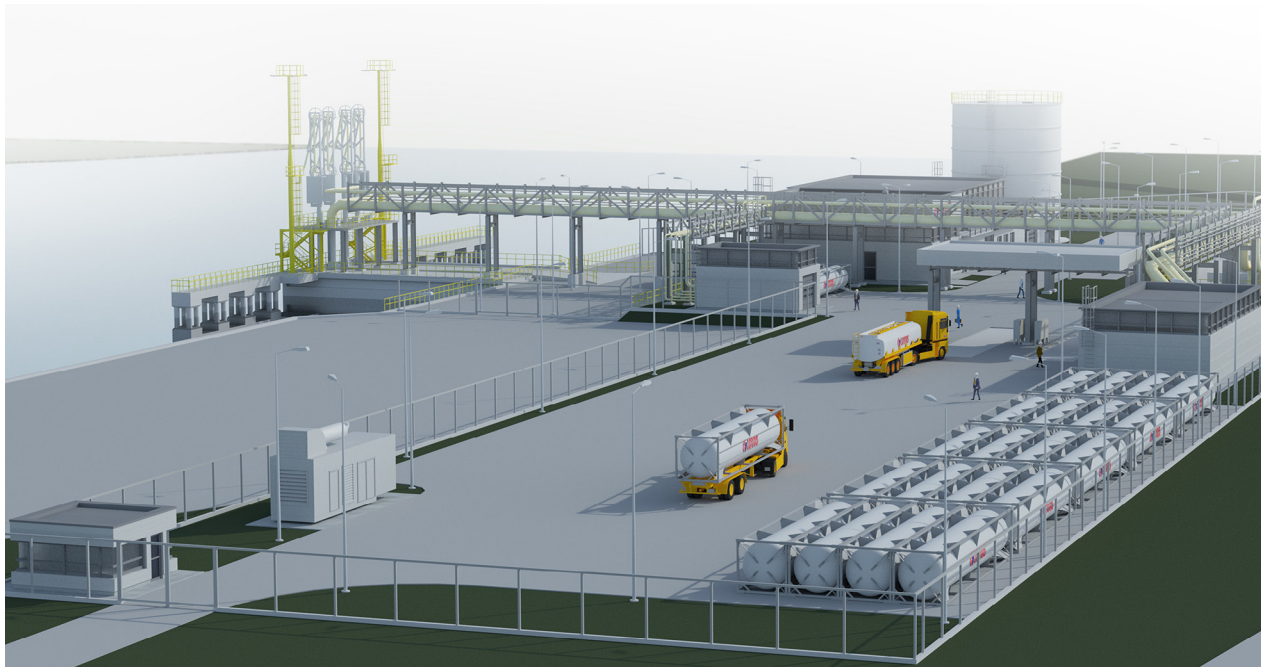
Beneficiary: LOTOS Group S.A., Gas Transmission Operator GAZ-SYSTEM S.A.

Eligible cost: EUR 1.75 million

CEF contribution: EUR 1.05 million

Implementation period: 2017 - 2020

The project included the development of preparatory documentation to define the technical, formal, legal, environmental and economic feasibility of the investment in the construction of a small-scale LNG terminal in Gdańsk, serving as a base for transshipment, bunkering and distribution of LNG to end customers and fuel stations. As part of the project, a feasibility study for LNG bunkering vessels was conducted, as well as a pre-feasibility and feasibility study for an LNG terminal in Gdańsk.



Visualisation of LNG terminal

PUREH2 - Hydrogen Purifying Unit and Filling Infrastructure” (CEF project no. 2018-PL-TM-0157-W)

Beneficiary: LOTOS Group S.A. and LOTOS Paliwa Sp. z o.o.

Eligible cost: EUR 9.92 million

CEF contribution: EUR 1.98 million

Implementation period: 2018 - 2023

The project envisages the construction of a hydrogen purifying unit on the premises of the Gdańsk refinery and the construction and provision of two hydrogen refuelling stations in: Gdańsk and Warszawa. The launch of the hydrogen purification installation will enable access to a local source of hydrogen of high quality enabling its use as fuel for road transport.



Visualisation

Clean Cities - Hydrogen Mobility in Poland (phase I) (CEF project no. 2019-PL-TM-0378-W)

Beneficiary: PKN ORLEN S.A.

Eligible cost: EUR 9.99 million

CEF contribution: EUR 1.99 million

Implementation period: 2021 - 2023

The project involves the construction of two public hydrogen filling stations in Poznań and Katowice, one mobile hydrogen station in Włocławek, a hydrogen purification unit with a compression line in Włocławek, and 5 hydrogen transport trailers. The aim of the project is to increase the availability of high quality hydrogen, which will contribute to decarbonisation and reduction of emissions in road transport. The project will be implemented in the *blending* formula consisting in the financial assembly of non-refundable resources (CEF grant) with refundable resources coming from financial institutions accredited by the European Commission. In Poland the accreditation is held by Bank Gospodarstwa Krajowego. This form of co-financing is to be promoted in the perspective 2021-2027 under CEF 2.

Studies optimising the operation and location of alternative fuel stations of the TEN-T core network (CEF project no. 2014-PL-TMC-0220-S)

Beneficiary: Łukasiewicz Research Network - Industrial Automotive Institute

Eligible cost: EUR 1.79 million

CEF contribution: EUR 1.52 million

Implementation period: 2015-2018

As part of the project, analytical work on the optimal distribution of publicly available LNG and CNG refuelling stations along the corridors of the TEN-T core network in the territory of Poland was carried out and administrative permits necessary for the construction of a pilot, demonstration CNG and LNG refuelling station in Warszawa were obtained. Project partially completed.

The construction of a pilot docking station, as a part of an LNG distribution system based on cryogenic tank containers (CEF project no. 2016-PL-TM-0268-S)

Beneficiary: Remontowa LNG Systems Sp. z o.o.

Eligible cost: EUR 0.78 million

CEF contribution: EUR 0.39 million

Implementation period: 2017 - 2021

The project relates to study works together with pilot implementation covering construction and trial operation of a docking station enabling long-term storage of LNG in cryogenic tank containers and redistribution of LNG to end customers in land and maritime transport. The aim of the project was to prepare the implementation of an intermodal LNG distribution system based on cryogenic tank containers and intelligent docking stations. The project was completed at the stage of preparatory works for construction of the station, after the development of its detailed design, and the experience gained will be used in future projects with similar characteristics.

Development of LNG Infrastructure in Poland – pilot project (CEF project no. 2014-PL-TM-0341-S)

Beneficiary: Gaspol S.A.

Eligible cost: 6.64 thousand. EUR

CEF contribution: 3.32 thousand. EUR

Implementation period: 2015 - 2016

The aim of the project was to investigate the possibilities of developing an LNG fuel distribution infrastructure in Poland within the TEN-T network. The project included market analyses of the current and future demand for LNG fuel, available and potential supply chains and identification of optimal locations for new LNG refuelling stations. As a result of the project a report was prepared describing how the LNG market in the transport sector in Poland is evolving.

9.6 Urban transport

Feasibility study for the construction of rapid non-collision urban rail transport in Kraków (CEF project no. 2016-PL-TM-0026-S)

Beneficiary: City of Kraków

Eligible cost: EUR 2 million

CEF contribution: EUR 1 million

Implementation period: 2017 - 2023

The project includes the preparation of a feasibility study on the construction of fast, collision-free rail transport in Kraków and the development of environmental documentation, together with obtaining a decision on environmental conditions and issuing a tender for design.

Extensive planning, financing, traffic and technical analyses were carried out as part of the study. Three public transport subsystems (metro, pre-metro „shuttle”, pre-metro rapid tramway) in various route variants serving the northern part of the city in the east-west direction were considered. Each of the seven route alternatives, with four additional sub-options for each, was subjected to traffic analysis and the feasibility of the three modes was checked.

As a result, the pre-metro option was selected as the most optimal solution for Kraków from the financial, social and functional point of view. The line will cover a distance of almost 22 km, up to 32 stations, two tunnels - including one under the city centre - and a one-and-a-half-kilometre flyover.

The first line of the Kraków premetro is to connect Wzgórze Krzesławickie with the area of Jasnogórska street in Bronowice.

The next stage of the project is obtaining by the City of Kraków a decision on environmental conditions for the first stage of premetro. It concerns the flyover-tunnel section, from „DH Wanda” station to „Stadion Miejski” station. The route is almost 10.5 km long. Implementation of the project will end with the announcement of a tender for the design of the central section indicated.



Analysed options

Analysis of integrated transport development options in Warsaw based on the underground and multi-modal transfer nodes (CEF project no. 2019-PL TM-0215-S)

Beneficiary: City of Warszawa

Eligible cost: EUR 4.17 million

CEF contribution: EUR 2.09 million

Implementation period: 2020 - 2023

The objective of the project is to prepare an analysis of possibilities of development of integrated transport in Warszawa based on the underground network and creation of multimodal transfer nodes Warszawa-Centralna and Warszawa-Wschód. Within the framework of the project, there will be prepared (1) study on development of Warszawa underground system - analysis of potential routes and target outline of the metro network, (2) study and pre-project documentation related to the extension of M1 metro line and the possibility of construction of M3 metro line between „Stadion Narodowy” and „Gołław” stations and (3) technical feasibility study on construction of multimodal transfer node Warszawa-Wschód. The above-mentioned studies are the preparation for investments that will contribute to the improvement of connections with interchanges for long-distance rail and bus services, and indirectly for air transport (rail connections with Chopin and Modlin airports).

10.

CEF in the new financial perspective 2021-2027

CEF 2021-2027 Regulation

The European Union Regulation establishing the Connecting Europe Facility for the new financial perspective 2021-2027 (CEF2 Regulation⁴) was adopted on 7 July 2021. The Regulation applies retroactively from 1 January 2021.

The Regulation indicates the objectives of the new CEF programming period, the budget, as well as the forms and conditions of support. As in the 2014-2020 perspective, the CEF aims to support key EU projects in the transport, energy and digital sectors. The overall budget is 33.7 billion euro, of which:

- transport - 25.8 billion euro
- energy - 5.8 billion euro
- digital technologies - 2.1 billion euro

In the **transport sector**, the budget is divided into:

- general envelope of 12.830 billion euro, with co-financing rates of 30% - 50%, available to all EU Member States
- cohesion envelope (funds transferred to the CEF from the Cohesion Fund) with a value of 11.286 billion euro, with co-financing of up to 85%, available for the cohesion Member States, including Poland
- a new envelope of the so-called Military Mobility worth 1.691 billion euro for the needs of infrastructure for civilian-defence dual-use, with co-financing of 50%, available for all EU Member States.

Within the general envelope, 1.56 billion euro is reserved for missing major cross-border rail links between the cohesion countries with co-financing of up to 85% of the costs.

Within the cohesion envelope, 70% of the funds will go to national envelopes and 30% to a competitive envelope in which all cohesion Member States will compete for funds after 2023. After 2023, unused national envelopes will be added to the competitive envelope. In addition, in accordance with the provisions of the CEF 2 Regulation, a ceiling was introduced for the maximum amount of allocation for a Member State (170% of the national envelope), which will apply until the end of 2025. The national envelope for Poland (70%) will amount to about 2 billion euro, and about 860 million euro is the Polish share in the competitive envelope (30%).

CEF Transport will continue to support projects of common interest for the EU located on the trans-European transport network, with a particular focus on **missing and cross -border links**. At the same time, the new CEF aims to contribute to EU action against climate change by earmarking 60% of its resources for climate objectives, in line with the *European Green Deal and the new Strategy for Sustainable and Smart Mobility*.

The programme will be managed by the European Climate, Infrastructure and Environment Executive Agency (CINEA).

⁴ Regulation (EU) 2021/1153 of the European Parliament and of the Council of 7 July 2021 establishing the Connecting Europe Facility and repealing Regulations (EU) No 1316/2013 and (EU) No 283/2014

Work programme and first calls

In August 2021, European Commission adopted the Decision on the financing of the Connecting Europe Facility - Transport sector and the work programme for 2021-2027, including the priorities and the programme of calls for 2021-2023. The first call in the new CEF was launched on 16 September 2021 with the possibility to submit applications until 19 January 2022.

The work programme details the priorities set out in the CEF Regulation². Support from the CEF will be directed to the following types of investments:

- development of railway infrastructure, inland waterways and ports, maritime ports, roads, rail-road terminals and multimodal logistics platforms
- development of alternative fuels infrastructure
- traffic management systems (ERTMS, ITS, SESAR, EMSWe, VTMS, etc.)
- actions supporting new technologies and innovation, including automation, traffic and capacity management, modal integration, e-ticketing, etc.
- removal of interoperability barriers, including automatic gauge-change facilities in rail freight traffic
- Motorways of the Seas
- multimodal passenger hubs
- reduction of rail freight noise
- safe and secure parking infrastructure
- road safety
- actions improving transport infrastructure resilience (including climate change)
- adaptation of infrastructure for EU external border checks purposes
- adaptation of TEN-T network to infrastructure of civilian-defence dual-use (Military Mobility).

The budget of the first CEF² Transport call is 7.05 billion euro. The next CEF Transport calls with a similar budget, timeline and scope are planned in 2022 and 2023.

We encourage all potential beneficiaries to apply and reach for CEF funds. Please send your project proposals in the field of transport to the Department of Infrastructure Programmes in the Ministry of Development Funds and Regional Policy or to the e-mail box: cef@mfipr.gov.pl

We also encourage you to follow information on www.cef.gov.pl

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