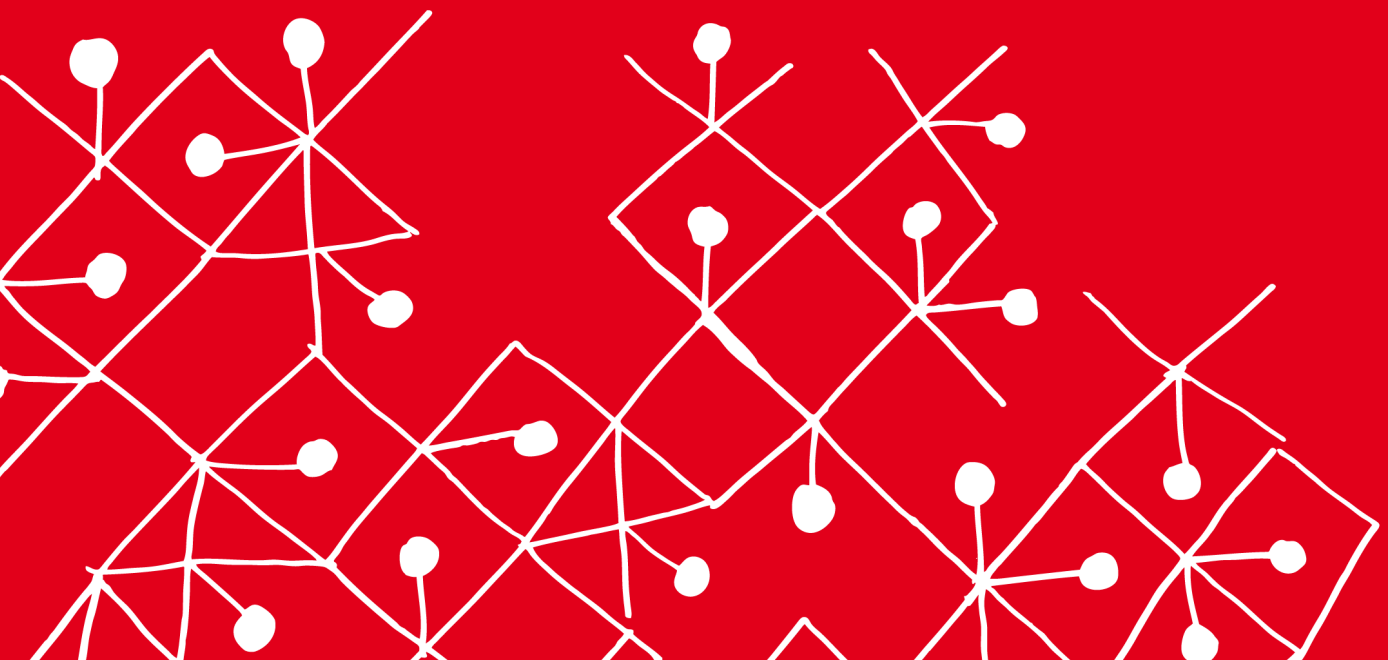
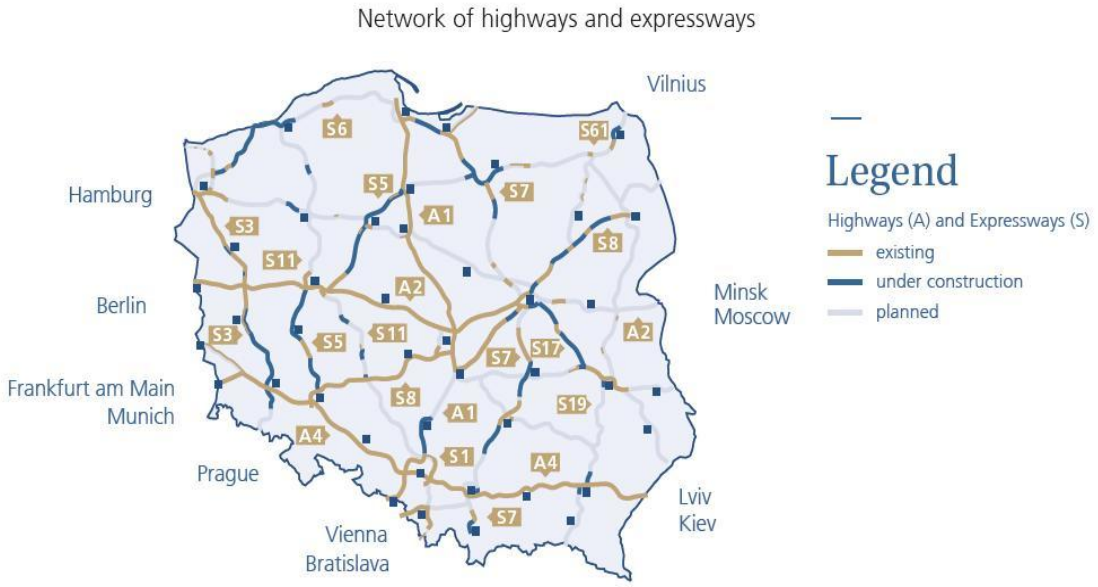
Polska

Infrastructure

2017-05-11 12:48:29



Infrastructure in Poland collected with transport, air transportation, railway network and telecommunication.



Source: Polish Investment and Trade Agnecy, *Poland your business Partner. Invest in Poland, 2016.*

Road network

The development of the road transportation network in Poland over the last few years has made exceptional progress. Between 2003 and September 2016, Poland built motorways and expressways with a total length of 3,488.85 km. As of September 2016, there were over 1,646.05 kilometers of motorways and over 1,832.8 kilometers of expressways in Poland. Together they constitute a network of high-speed roads that allows vehicles to travel at speeds exceeding 110 km/h.

Thanks to cohesion policy funds, which Poland has tapped into since the accession to the EU, **the infrastructural investments have accelerated**. The EU's Infrastructure and Environment Programme for the years 2007–2013 helped to finance transportation development investments worth 25.78 billion EUR out of total available programme funds of 37.69 billion EUR. 75% of the Programme funds were streamed directly from the EU budget.

For 2014 and 2020 Poland received from the EU's budget – EUR 82.5 billion for the cohesion policy and these funds will also be invested in the key road connections from the EU's budget.

According to the National Road Construction Programme for the years 2014–2023, the Polish government will spend PLN 107 billion for the construction of 3.9 thousand km's of motorways and expressways and 57 new ring roads. **The main goal is to complete the road network in Poland and connect the main cities in such a way as to reduce the travel time between them by a minimum of 15%**. This will in turn improve road traffic safety.

Main new investments in expressways and motorways:

- Connection between Kraków and Gdansk with S7 road.
- Connection between Tri-city and Poland’s southern border with A1 motorway.
- Connection between Szczecin and Tri-city with S6 road.
- Connection between Warszawa, Lublin and Rzeszów with S17 and S19 roads.
- Connection between Bydgoszcz, Poznań and Wrocław with S5 road.
- Connection between Bydgoszcz, Toruń and Wrocław with S10 road.

Investments are to be divided into tenders for 20 – 30 km sections with funding spread in time to allow for a stable demand for construction materials. **The investments seem to attract foreign constructors who participate in the tenders**.

The major foreign constructors active in Poland: Astaldi S.p.A., Metrostav a.s. (Czech Republik), Colas S.A. (France), Torpol (Norway), Vinci S.A. (France), SRB (Ireland), Skanska AB (Sweden), Grupo ACS (Spain), PORR Group, Max Boegl (both Germany) and Strabag (Austria).

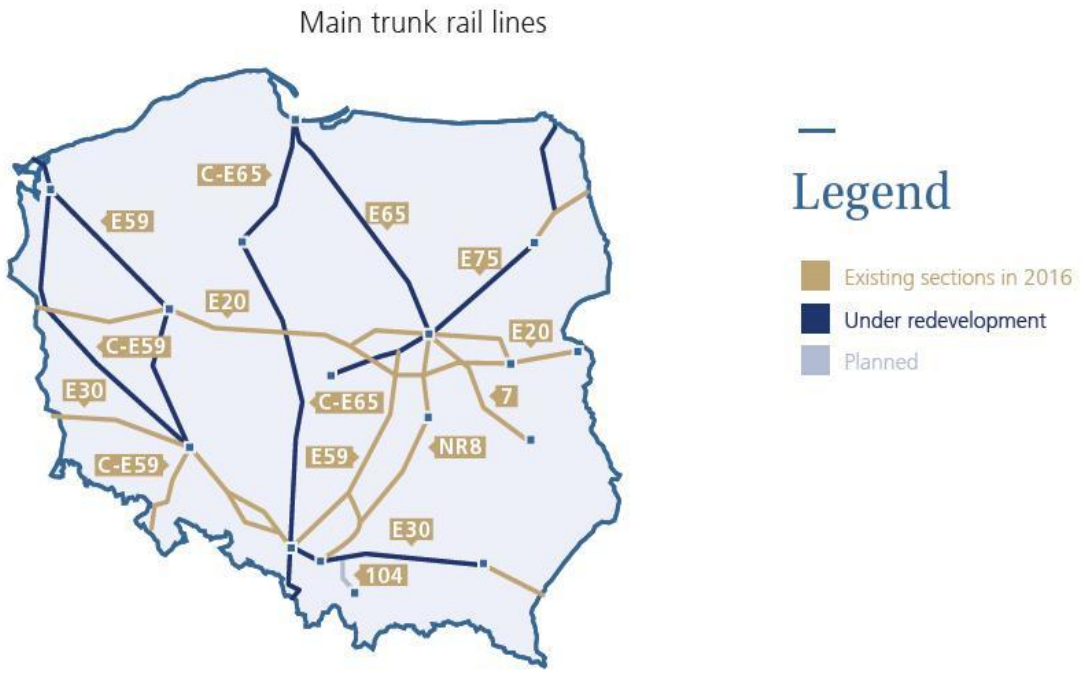
City	Location	Airport Name	Major destinations
Warszawa	Okęcie	Warsaw Chopin Airport	New York, Chicago, Dubai, Istanbul, Berlin, Frankfurt, Munich, Moscow, Rome, Milan, Brussels, Helsinki, London, Madrid, Stockholm, Oslo, Paris, Amsterdam, Beijing, Seoul
Kraków	Balice	John Paul II International Airport Kraków–Balice	Rome, Berlin, Munich, Vienna, London, Frankfurt, Oslo, Stockholm, Madrid, Paris
Gdańsk (Tricity)	Rębiechowo	Gdańsk Lech Wałęsa Airport	Berlin, Amsterdam, Frankfurt, Munich, London, Barcelona, Hamburg, Milan, Rome, Paris
Katowice	Pyrzowice	Katowice International Airport	London, Frankfurt, Dusseldorf, Barcelona, Milan, Rome, Paris, Stockholm, Dortmund
Warszawa	Modlin	Warsaw-Modlin Airport	Barcelona, London, Milan, Paris, Rome, Stockholm, Oslo, Brussels
Wrocław	Strachowice	Wrocław-Copernicus Airport	Frankfurt, London, Munich, Milan, Paris, Rome, Oslo, Brussels, Warszawa
Poznań	Jeżyce	Poznań–Ławica Henryk Wieniawski Airport	Munich, Frankfurt, Barcelona, Milan, London, Copenhagen, Rome, Oslo, Paris, Dortmund, Dublin
Rzeszów	Jasionka	Rzeszów-Jasionka Airport	Frankfurt, London, Dublin, Oslo, Bristol
Szczecin	Goleniów	„Solidarity" Szczecin--Goleniów Airport	Oslo, Dublin, London, Liverpool
Bydgoszcz	Szwederowo	Bydgoszcz Ignacy Jan Paderewski Airport	Birmingham, Dublin, Dusseldorf, London, Frankfurt, Berlin
Łódź	Lublinek	Łódź Władysław Reymont Airport	London, Edinburgh, Munich, Prag, Amsterdam
Lublin	Świdnik	Lublin Airport	Brussels, Dublin, Frankfurt, London, Oslo, Barcelona, Stockholm

Source: Polish Investment and Trade Agnecy, *Poland your business Partner. Invest in Poland, 2016.*

Air transportation

Polish air transportation began in 1919 with a flight between Poznań and Warszawa. In 1929, LOT Polish Airlines was established, and up to this day is the Polish flagship carrier operating from the largest Polish airport Frederic Chopin Airport in Warszawa.

Recent years brought large investments in the airport infrastructure that needed modernization to account for rising demand for air travel. EURO 2012 football championship provided an impulse to develop airports in major Polish cities - the Warsaw area gained an airport in Modlin, which is intended to service low-cost carriers, Cities of Wrocław, Lódź, Gdańsk, Rzeszów and Poznań opened new passenger terminals in 2012 while Kraków opened their new terminal in September 2015. There are also three new airports recently built: the Regional Airport in Zielona Góra (providing flights to Warsaw), the Olsztyn Mazury Regional Airport, and the Radom Airport. **This rapid infrastructural development that began recently is expected to translate into increased passenger and cargo traffic to and from Poland as well as to promote domestic travel**.

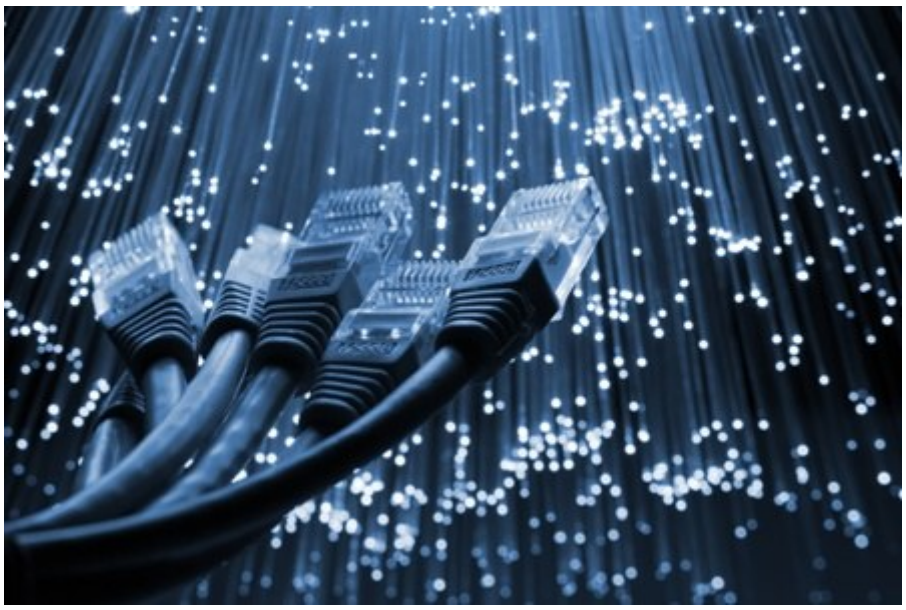


Source: Polish Investment and Trade Agnecy, *Poland your business Partner. Invest in Poland, 2016.*

Railway network in Poland

Poland has a dense railway network that serves both regular citizens and industry. In most cities, the main railway station is located near the city centre and is well connected to the local transportation system. PKP Polskie Linie Kolejowe (PKP Polish Railway Lines), a part of the state-owned PKP Group, operates the rail infrastructure. There is an extensive railway network in western and northern Poland, however, eastern parts of the country have less developed network. In total there are 24,828 km of railway tracks in Poland, about 60% of which are electrified – a value comparable to Norway or France. The extent of railway concentration varies from 3.7 km to 15.6 km of line per 100 square kilometres, with the average around 6.3 km/100 km2. PKP Polish Railway Lines maintains over 80,000 structures, including 6,447 bridges and viaducts.

The existing infrastructure is still developing and modernizing, 2012 was the break -through year with many vital train stations being refurbished, including landmark investments in Warszawa, Wrocław, Poznań and Kraków. These infrastructural projects were stimulated by the requirements of Euro 2012 football championship. Instead of building extremely expensive high-speed connection between Warszawa, Wrocław and Poznań with speeds exceeding 250 km/h the Polish government has, since 2013, concentrated on the modernization of existing tracks and train stations with the support of the EU funding. The total value of investments in infrastructure spent by PKP PLK between 2012–2014 amounted to 19 bn PLN. In 2016 Poland's Council of Ministers approved the country railway investment programme. By 2023, PLN 65.8 billion (including PLN 57.8 billion from EU funds) will have been spent upgrading the Polish rail network. Key projects include greater implementation of ERTMS and increasing the number of routes that support line speeds of 160 km/h. The length of the routes where trains will be able to travel at over 160 kmph, is expected to increase from the current 90 to 350 kilometres in 2023. Within the programme PLK will implement a new strategy called the "Great Railway Investment Offensive", it is meant, first and foremost, to avoid the mistakes of the years 2007–2013. Part of projects will be co-financed by the European Union's Connecting Europe Facility (CEF). Other projects to be undertaken in the investment period include various capacity improvement and gauge enhancement schemes.



Telecommunication

The Polish telecommunication infrastructure is developing continuously. Not only has the number of potential providers increased steadily, bit also various new forms of telecommunication have entered the Polish market contributing to growth in numbers f customers. According to the Urząd Komuniakcji Eletrnicznej (office of Electronic Communications) report, the value of the telecommunications sector at the end of the 2015 was PLN 39,5 billion.

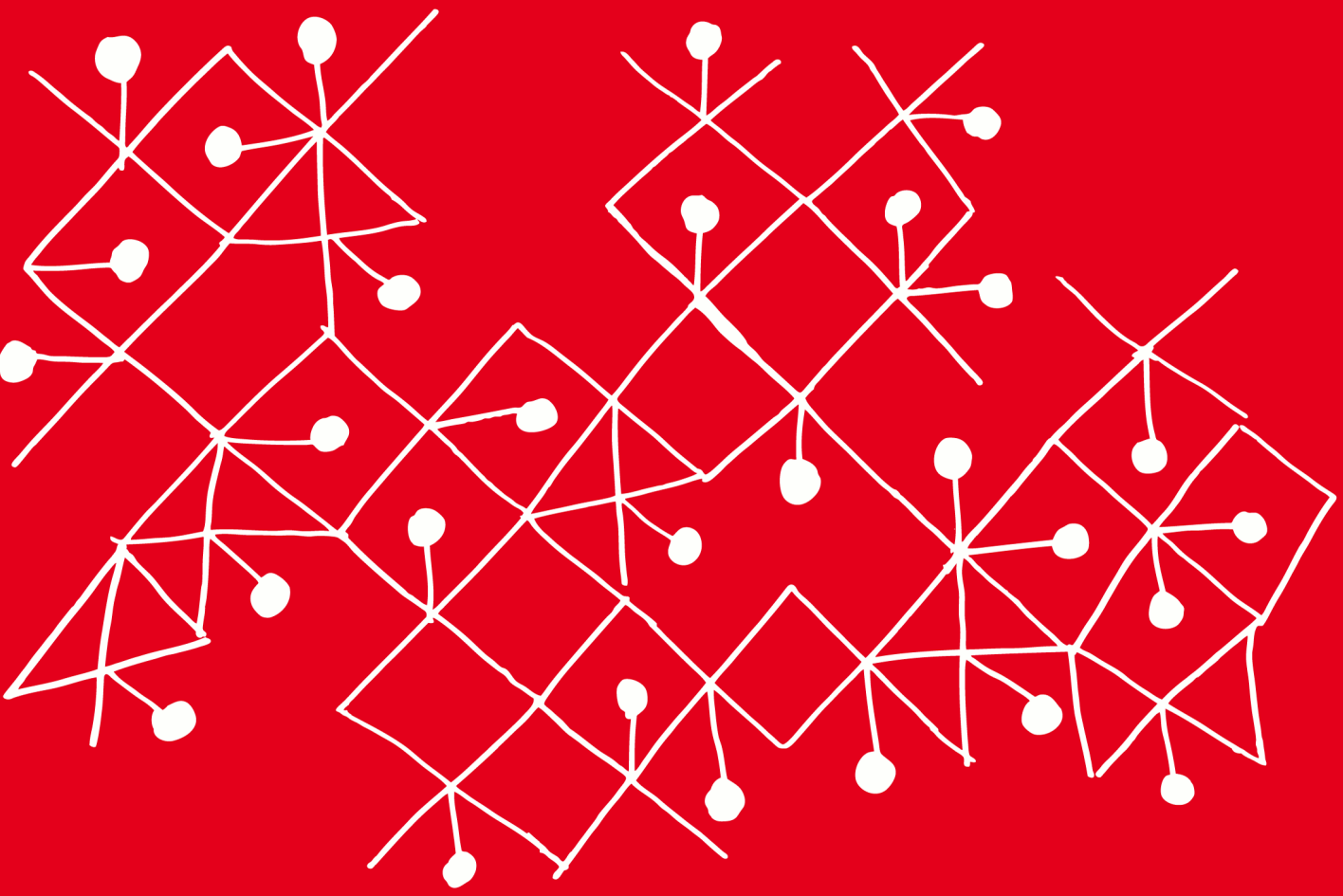
Poles are using the internet and mobile phones more and more. In 2015, **about 90% polish inhabitants used the internet**. Mobile telephony is still the most important segment of the Polish telecommunications market. In 2015, the revenues from mobile telephony accounted for almost 43.7% of the total market value. The majority of revenues (81%) was generated by the post -paid customers.

Today, **the internet is a major source of information**. The number of Internet users in Poland reached 14 million in 2015. The most popular access to the internet in households is access services provided primarily through 2G/3G modem 48%, xDSL lines 20%, cable modems of cable TV operators, 18,5%. Approximately 1.3 f the market value come from services provided through mobile modems.

The Polish telecommunications market is gradually approaching Wester European market. In order to win over new customers, telecommunication operators are trying to retain their current clients by offering many incentives free minutes and better service quality either at the same price or as an extension to their existing service range. They also offer better packages, including telecommunication services and banking or television services.

***

Source: Polish Investment and Trade Agnecy, *Poland your business Partner. Invest in Poland, 2016.*



INNOWACYJNA GOSPODARKA
NARODOWA STRATEGIA SPÓJNOŚCI

MINISTERSTWO
ROZWOJU

UNIA EUROPEJSKA
EUROPEJSKI FUNDUSZ
ROZWOJU REGIONALNEGO

Projekt jest współfinansowany przez Unię Europejską ze środków Europejskiego Funduszu Rozwoju Regionalnego