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PROJEKTÓW TRANSPORTOWYCH

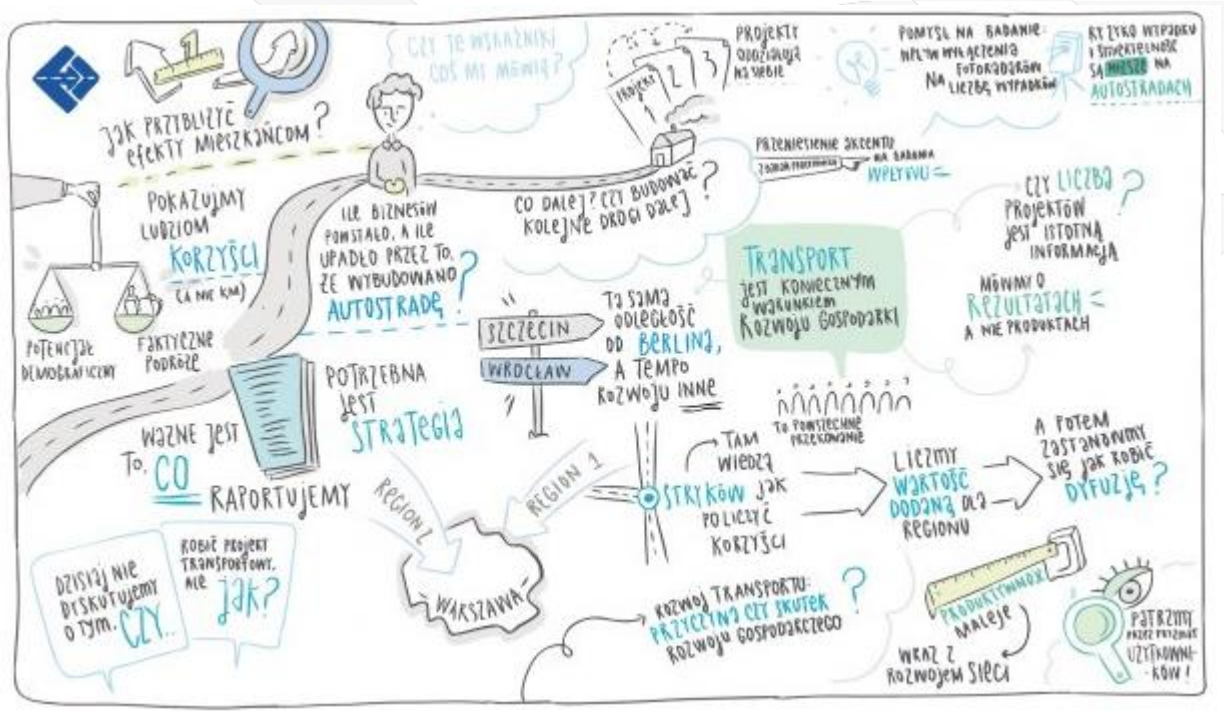
Ex-post study of support to the transport sector in Infrastructure and Environment OP 2007-2013

Fundusze Europejskie
Infrastruktura i Środowisko

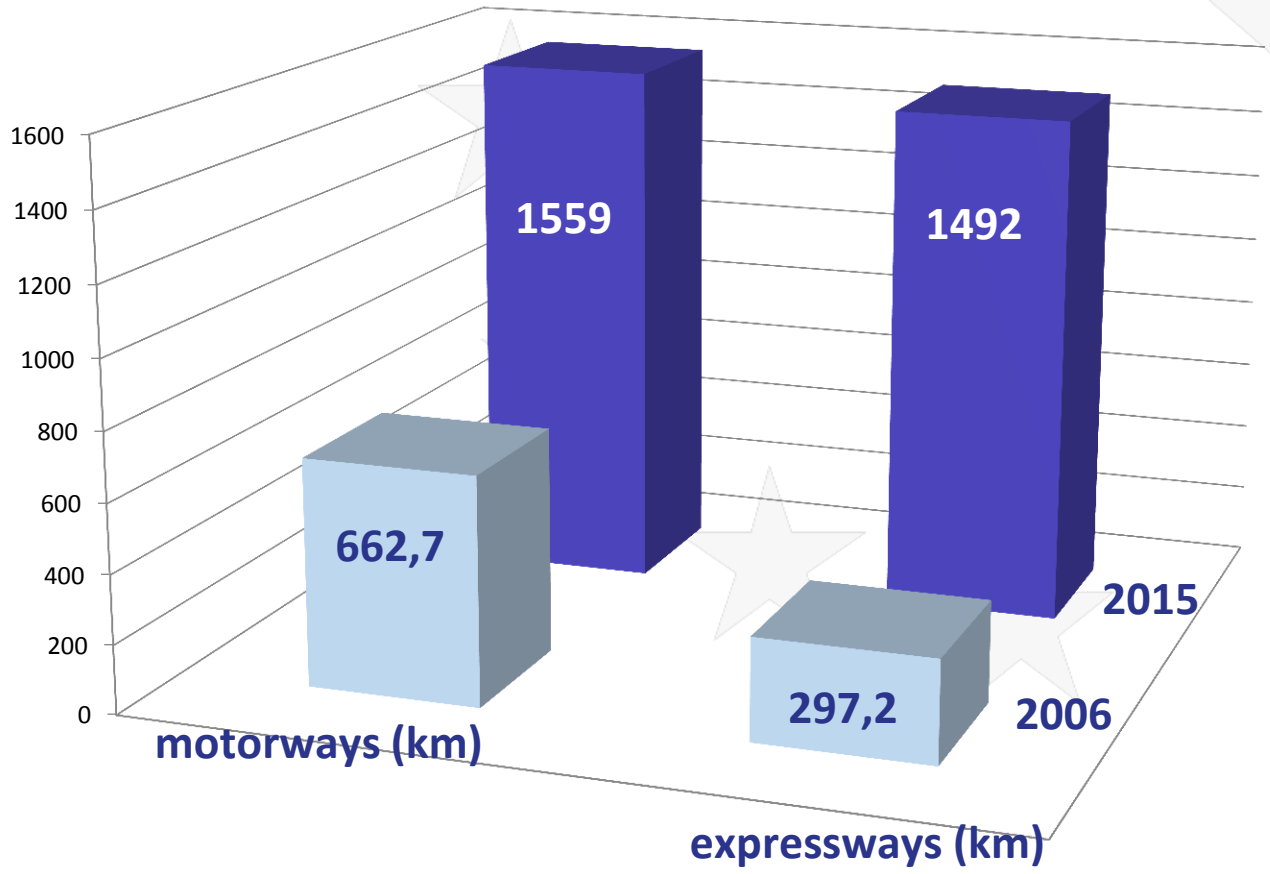
Unia Europejska
Europejskie Fundusze
Strukturalne i Inwestycyjne

Research assumptions

- the evaluation was implemented by **independent evaluators in CUPT**
- **duration:** 09.2016 – 03.2017
- the territorial scope: Poland - data were presented at both **NUTS1 and NUTS2** level
- **the time range of analysis**: 2007–2015+
- the objectives of IE OP in the transport area were implemented through VI, VII and VIII Priority Axis



Road transport – key numbers



Poland:

- **third EU country with the highest increase** in the number of motor vehicles compared to 2006 (after Romania and Bulgaria)
- within the group **of four EU countries** (with Germany, France and Great Britain) **with the highest weight of goods transported by trucks**

IE OP participated in construction of:

- 46% of motorways
- 80% of expressways

Road transport – key results

Due to the implementation of road projects, the following results have been achieved:

- **reduced congestion** by eliminating a number of bottlenecks in the transport system based on the annual average daily traffic surveys
    - 2005 – AADT>15k vehicles/day - 861 km
    - 2015 – AADT>15k vehicles/day - 433 km
- **reduction of travel time by car** - in some relations exceeded 30% i.e.:
    - A1 motorway between Toruń and Łódź (Stryków)
    - S8 expressway between Wrocław and Łódź

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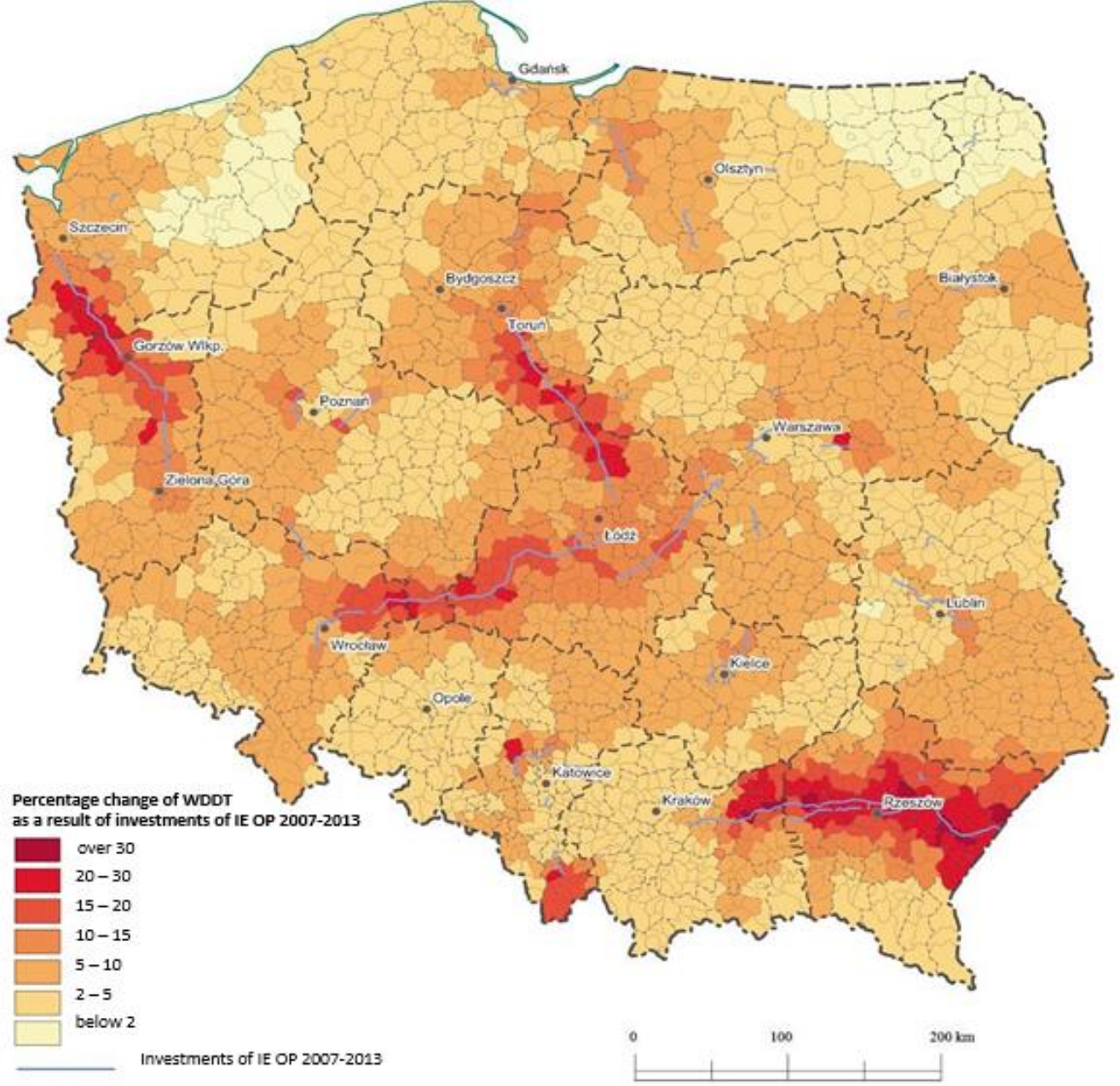
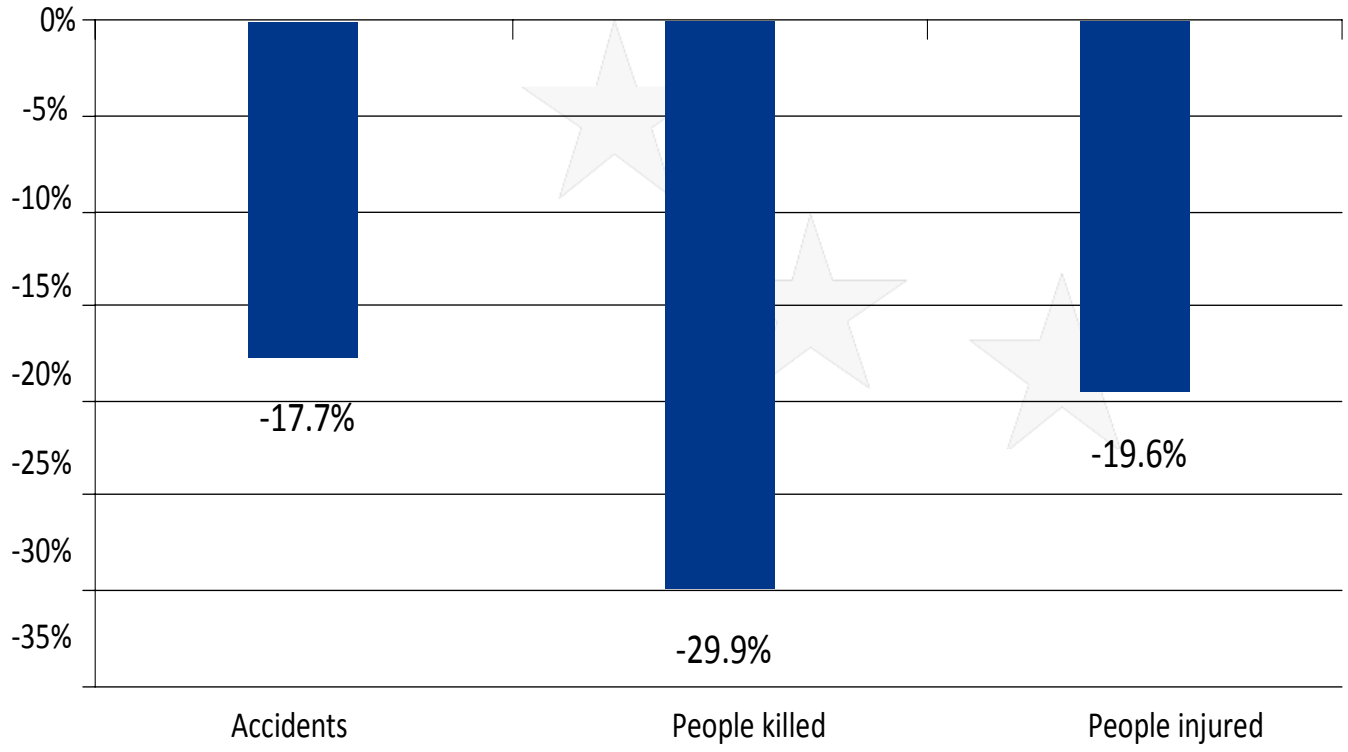
Road Transport Accessibility Indicator



Road transport – increased road safety level

Change in road safety in years 2011 and 2015. Source: National Police Headquarters



- the number of accidents **has decreased by almost 18%**
- the number of people **injured by almost 20%**
- the number of people killed **has decreased by 30%**

Road transport – non mesurable effects*

- **increased travel comfort**
- **streamlining of travel** along the old national road network
- **improved quality** of internal road links of voivodships with the remaining road network
- **increase in the attractiveness** of the areas, improved economic competitiveness of the region
- **unemployment reduction**, increase in the number of new jobs development of the regional labor market
- **increased capacity and streamlining of transit traffic**
- **increased mobility** of persons and goods in interregional exchange

**some of the results are not solely connected with the impact of EU projects*

Rail transport – key data

- the length of railway lines adjusted to the speed of 160 km/h and more, almost doubled, **from 1.3 thousand km in 2006 to nearly 2.6 thousand km in 2014** (2006-2014)
- the number of key regional cities connected by railway lines at least 100 km/h **was doubled** to (from 5 in 2006 to 10 in 2014)
- the length of railway tracks with good technical condition in 2015 **accounted for 54.5% of the total track length (**in 2006 - 25% of tracks)

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Rail transport

- rolling stock pruchased/modernized adjusted to modernized railway lines (max speed, TSI etc)
- increased passenger comfort with modern equipment (eg. in 2015 63 % of passengers were satisfied with travelling by trains operated by PKP Intercity S.A. - 20 % boost compared to 2013)
- improving the accessibility of rail transport for people with disabilities
- the general number of passengers in 2015 - 280 mln - the best result since 2008- 292 mln

- 136 electrical multiple units (EMU)
- 25 new wagons
- 8 modernized EMUs
- 236 modernized wagons
- 10 new locomotives
- 25 modernized locomotives

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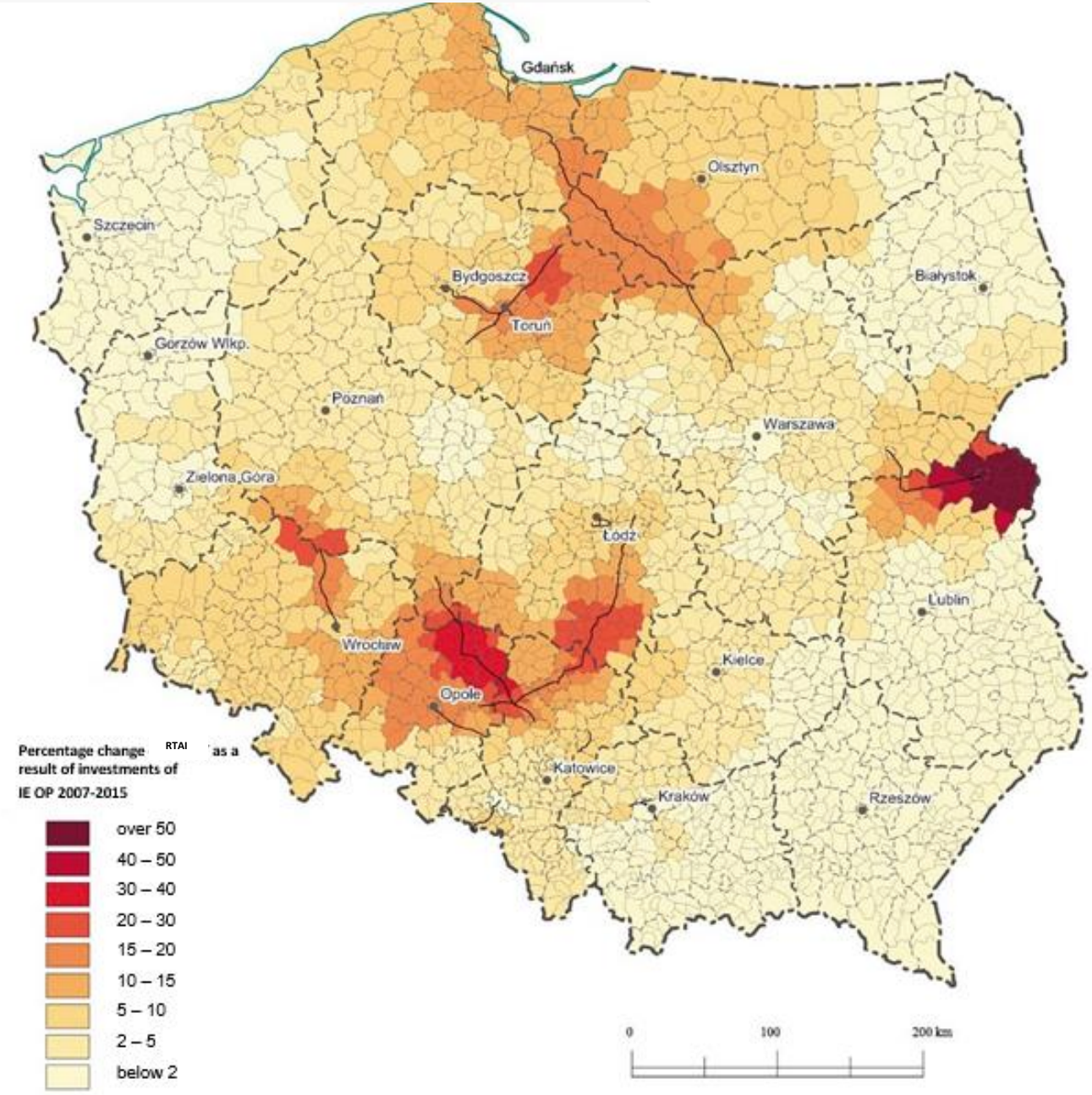
Railway Transport Accesibility Indicator



Urban transport – key data

- increase in the number of passengers in large cities, by about 10% on average
- reduction in the decrease in the number of passengers transported due to the increasing motorization index of the population
- from 2005 to 2015 the numer of cars have almost doubled (from 323 cars in 2005 to almost 600 cars per 1000 citizens in 2015. Nevertheless, the share of car journeys remained virtually unchanged
- **encountered reserch issues:**
  - lack of common indicators with coherent methodology approach
  - different methodologies in calcuation of urban transport effects i.e.:
    - impact on the creation of conditions conducive to commuting to work
    - greater mobility of the citizens and investment attractiveness
    - improved accessibility of schools and thus the opportunity to gain education better suited to the needs of the labor market

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Urban transport

- approx. **80% of the EU urban transport measures in Poland** were implemented within the IE OP
- **more than 200 km of tram lines** have been built or modernized.
- vehicles:
  - **more than 500 trams** have been purchased
  - **the elimination of barriers for people with disabilities** (increase in the share of low-floor trains in the total number of tramcars from 6.5% in 2009 to 27.7% in 2015)
- non-measurable effects:
  - level of satisfaction
  - quality of journeys
  - transport preferences

Sea ports

- The share of seaports in handling bulk in Poland is **steadily growing**

- Seaports in 2015 handled:
  - **21.5% of the weight of exported cargo (19,1% in 2007)**

- Regions with seaports play an increasingly important role in the creation of the national domestic trade:
  - **17.8% share of the export volume**
  - **19.1% of the served import volume**

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Sea ports

- Polish seaports contribute to functioning within the national economy (analysis for the year 2015) of:
  - 42.000 enterprises
  - 227.000 workplaces
  - PLN >30 billion of gross value added
  - PLN >19 billion of budget revenues

- The share of seaports in handling cargo in Poland is steadily growing:
  - 2015 - 21.5% of the weight of exported cargo and 18.7% of cargo shipped to the country
  - 2007 – respectively 19.1% and 11.1%

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Airports

- Joint implementation of the projects under Measure 6.3 and 8.4 of IE OP had a very positive impact on the airport operations

- The implemented projects:
  - **optimized airport capacity** during peak times i.e.:
    - Rzeszów from 6 operations to 12 operations/h
    - Gdańsk from 12 operations to 30 operations /h

  - **shortened passenger check-in times**
    - Poznań - the increase of the number of passengers to 3 million passengers per year / 30 thousand. Passengers per day / 3 ths. Passengers per hour **improved passenger service standards**
    - IATA ‚C' standard

  - **increased security** of TEN-T airports

Number of pax /ULC/:
- **2007 = 18 796 935**
- **2016 = 33 986 960**

Final conclusions

The **overall effect of IE OP 2007-2013 on cohesion of the country is obviously very positive but:**

- investments in **road infrastructure generally improve the situation but the traffic safety is still threatened** by the behavior of car drivers (exceeding speed limits, failure to keep a safe distance, overtaking by trucks)
- the concentration of traffic on the national network of expressways and motorways causes **fast utilisation of road infrastructure capacity** - especially on sections in the vicinity of large agglomerations
- **air transport** play a key role in connecting local markets with world markets, which is a prerequisite for the development of both markets and local communities as well as the entire country. The effect of IE OP implementation is strengthened by increased economic activity

Final conclusions

- **the infrastructure of Polish seaports** as well as its access infrastructure **is still largely depreciated**, and its technical parameters and equipment (e.g. depths, quay lengths, square loads) do not meet most requirements of today's global maritime transport market
- it is advisable **to continue investment support in railway infrastructure and rolling stock and passenger infrastructure** (e.g. railway stations) in an adequate shape and scope including a change of investment philosophy towards optimization of interventions and re-prioritization of IE OP 2007-2013 objectives **towards benefits for final beneficiaries** (e.g. total transport time) and rail accessibility to other areas of the country)
- investments in **urban transport should include** more elements that take into account the **actual transport needs of citizens based** on the methodically standardized study of needs and forecasts (also with great need to standarize the methodology of calculation of impact of EU suport for increasing effectiveness of urban transport systems)

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