PKP POLSKIE LINIE KOLEJOWE S.A.

Zarządca narodowej sieci linii kolejowych



Annual report 2024

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Dear Ladies and Gentlemen,

I am pleased to share with you the Annual Report of PKP Polskie Linie Kolejowe S.A. for 2024. This document not only summarises the activities undertaken, but also shows the areas with significant achievements and indicates the directions of further development of the Company.

The priority in PLK SA's activities in 2024 was primarily to increase the efficiency of the Company's operations, especially in the investment aspect, optimise processes, improve operational efficiency and rationality of spending in order to provide our customers - carriers - with convenient conditions for the operation and development of passenger and freight transport, and passengers with a predictable and safe railway that speeds up.

In the face of these challenges, we have consistently rebuilt the value and credibility of the company. The result of these measures is a marked improvement in net income compared to 2023. At the same time, the Company has developed good operating results that provide a sustainable basis for future growth.

In 2024, we conducted a review of investment projects in conjunction with the Ministry of Infrastructure, which allowed us to better align our operations with the real needs of the market. Regardless of this process, we maintained high investment dynamics, signing agreements with contractors worth over PLN 17 billion and launching tenders worth over PLN 18 billion.

PLK SA has consistently strengthened cooperation with key stakeholders. In investment and company-wide processes, we focus on partnership and dialogue, introducing mediation as a tool for resolving disputes, which increases the stability and efficiency of investment projects.

In the area of operation and maintenance, our priority remains to provide carriers with the best possible parameters for the railway lines in use. Thanks to systematic maintenance work, we are reducing train journey times nationwide, reducing the number of speed restrictions, while at the same time improving the level of safety and quality of rail traffic.

The year 2024 has confirmed that Polskie Linie Kolejowe S.A., as the manager of the national railway network and the largest railway company in Poland, is a stable and responsible builder of a modern, safe and competitive railway in the country. The development of an organisation that operates effectively, is more resilient to market fluctuations, is socially responsible and cares for the environment creates a solid foundation for meeting future challenges.

I encourage you to read the Report.

Piotr Wyborski
President of the Management Board
PKP Polskie Linie Kolejowe S.A.



2. Composition of the Company's Supervisory Board and Management Board

SUPERVISORY BOARD COMPOSITION

Jakub Majewski
Chairman of the Supervisory Board

Witold Stępień
Deputy Chairman of the Supervisory Board

Tomasz Rurka
Secretary of the Supervisory Board

Kazimierz Karolczak
Member of the Supervisory Board

MANAGEMENT BOARD COMPOSITION

Piotr Wyborski
President of the Management Board

Michał Gil
Member of the Management Board – Director for Operational Affairs

Małgorzata Kuczewska-Łaska
Member of the Management Board – Director for Finance

Krzysztof Waszkiewicz
Member of the Management Board – Director for Infrastructure Maintenance

Marcin Mochocki
Member of the Management Board – Director for Investment

Maciej Kaczorek
Member of the Management Board – Director for Strategy and Development

Krzysztof Drozdowski
Member of the Management Board – Director for Digital Transformation

(as at 30 September 2025)



3. Finances

Economic-financial results

Structure of current assets in 2023 – 2024				
Item	2024	2023*	Change	
			2024 - 2023	%
Revenues from sales and equivalent	9,863.6	7,845.5	2,018.1	25.7
Operating expenses	12,289.6	10,496.2	1,793.4	17.1
Sales result	-2,426.0	-2,650.7	224.7	-8.5
Sales margin	-24.6%	-33.8%	9.2 p.p.	-
Other operating revenues	2,879.0	2,664.4	214.6	8.1
Other operating expenses	1,469.4	2,099.3	-629.9	-30.0
Result on other operating activities	1,409.6	565.1	844.5	149.4
EBIT	-1,016.4	-2,085.6	1,069.2	-51.3
EBITDA	1,866.7	448.7	1,418.0	316.0
EBITDA margin	18.9%	5.7%	13.2 p.p.	-
Financial revenues	1,740.6	1,754.0	-13.4	-0.8
Financial expenses	986.1	596.2	389.9	65.4
Result on financial activities	754.5	1,157.8	-403.3	-34.8
Gross profit (loss)	-261.9	-927.8	665.9	-71.8
Income tax	72.0	9.3	62.7	676.1
Net profit (loss)	-333.9	-937.1	603.2	-64.4
Net profitability	-3.4%	-12.0%	8.6 p.p.	-

* Profit and loss account figures for the period from 01.01 to 31.12.2023. have been adopted after restatement due to the transfer of costs related to the disposal of materials from the core business to other operating activities.

In 2024, PKP Polskie Linie Kolejowe S.A. recorded a net loss of PLN 333,906 thousand. The financial result achieved was higher than the one achieved in 2023 by PLN 603,159 thousand. The improvement of the result was mainly due to the generation of a significantly higher profit on other operating activities (an increase of PLN 844,476 thousand compared with 2023). In 2024, total revenue increased by 18.1%, while total costs increased by 11.8% compared with 2023.

The higher revenues from the provision of railway lines in 2024, amounting to PLN 50,851 thousand compared to 2023, were influenced by higher operational activity carried out by passenger carriers as a result of an increase in the transport offer for passengers.

PKP Polskie Linie Kolejowe S.A. incurred higher operating expenses in 2024 by 17.1% compared with 2023.

The increase in operating costs concerned such things as:

1) labour costs – primarily in connection with the increase in the minimum wage and pay rises for the Company's employees;

2) depreciation and amortisation - primarily due to an increase in the value of settled capital expenditures;
3) external services and consumption of materials and energy – primarily in connection with higher maintenance and repair costs resulting from the implementation of tasks included in the so-called Maintenance Programme (Government programme to support the tasks of railway infrastructure managers, including maintenance and overhaul, until 2028), as well as an increase in energy costs.

In 2024, there was a significant improvement in the result on ordinary operating activities primarily through lower other operating expenses as a result of lower provisions for employee benefits and provisions for future liabilities due to court claims of contractors implementing investment tasks.

In 2024, the Company generated a profit on financial operations of PLN 754,457 in PLN thousand. Achieving a lower result by PLN 403,376 thousand compared to 2023 is the result of higher financial costs due to interest on loans from the European Investment Bank and the valuation of loans and financial assets at adjusted purchase price.



4. Train path sales

Sharing railway infrastructure

PKP Polskie Linie Kolejowe S.A. makes its infrastructure available on an equal basis to railway operators. In 2024, the provision of access took place in accordance with the principles set out in the Railway Transport Act and the Decree of the Minister responsible for infrastructure of 7 April 2017 on the provision of railway infrastructure. The amended Railway Transport Act, which came into force on 30 December 2016, expanded the the range of entities authorised to order capacity by introducing the concept of an 'applicant', which may be a railway carrier, but also an international economic interest group comprising railway carriers or another entity interested in obtaining capacity, in particular a public rail transport organiser, freight forwarder, consignor or combined transport operator. Use of the railway infrastructure is available exclusively to railway operators. Non-carrier applicants must indicate the carrier that will make the train run. Consequently, the infrastructure manager concludes a capacity allocation contract with the applicant and a capacity use contract with the railway undertaking.

Based on the train timetables provided to the applicants, a total of 2,878,377 journeys were made in 2024, including on the basis of:

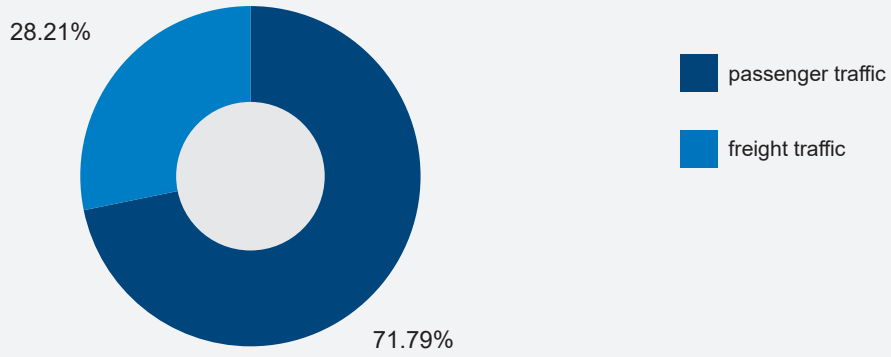
1. Annual Timetable (RRJ) prepared on the basis of applications submitted by applicants and updated during the validity of the RRJ at fixed dates – 2,055,524 journeys;
2. Individual Timetable (IRJ) prepared by PLK S.A. in the case of free capacity on the basis of an application for train path allocation - 822,853 journeys.

In 2024, the Company served 138 carriers, including 19 in passenger transport, 113 in freight transport, and 6 in both passenger and freight transport. 14 new customers launched their business activity on the PKP Polskie Linii Kolejowe S.A. network.

The basic reference value in terms of measuring access to railway lines is operating performance, expressed in train-kilometres [train-km]. In 2024, 281.18 million train-km were achieved, including: 201.87 million train-km in passenger traffic and 79.31 million train-km in freight traffic.

In 2024, PLK SA recorded a 4.24% increase in the total volume of operational work performed by customers railway carriers compared to 2023 (passenger transport increased by 7.04%, while freight transport decreased by 2.27%).

Operating performance per train type in 2024



Data concerning completed international carriages

International transport services in cross-border traffic in 2024 were carried out by 75 carriers, who in most cases used the following border crossings:

1. for passenger traffic: Zgorzelec (Poland – Germany), Chałupki (Poland – Czech Republic) and transit crossings: Hir - schfelde – Trzciniec Zgorzelec – Ręczyn – Hagenwerder;
2. for freight traffic: Kunowice (Poland – Germany), Chałupki (Poland – Czech Republic), Bielawa Dolna (Poland – Germany), Terespol (Poland – Belarus) and Zebrzydowice (Poland – Czech Republic).

In 2024, 201,046 journeys were made in border traffic, of which 116,800 were made in passenger traffic and 84,246 in freight traffic. Crossings of the Polish-German border accounted for 46.66% (93,799) of international crossings, the Polish-Czech border for 31.51% (63,344), and the Polish-Ukrainian border for 8.42% (16 932), Polish-Belarusian 6.94% (13 962), Polish-Slovakian 4.78% (9 600), Polish-Lithuanian less than 1.48% (2 975) and Polish-Russian 0.22% (434).

In 2024, PLK SA carried out an average of 549 journeys per day in international traffic under the Individual (IRJ) and Annual Timetable (RRJ).

In order to facilitate the use of international train routes by carriers, the One Stop Shop (OSS) unit at PLK SA, which is part of the international OSS network within the European Rail Infrastructure Managers Association Rail-NetEurope (RNE), provides comprehensive information on the conditions that must be met in order for RNE members to access the infrastructure and the products and services they offer. A customer interested in an international train journey can apply to one of the OSSs, which continues the allocation process along the entire train route.

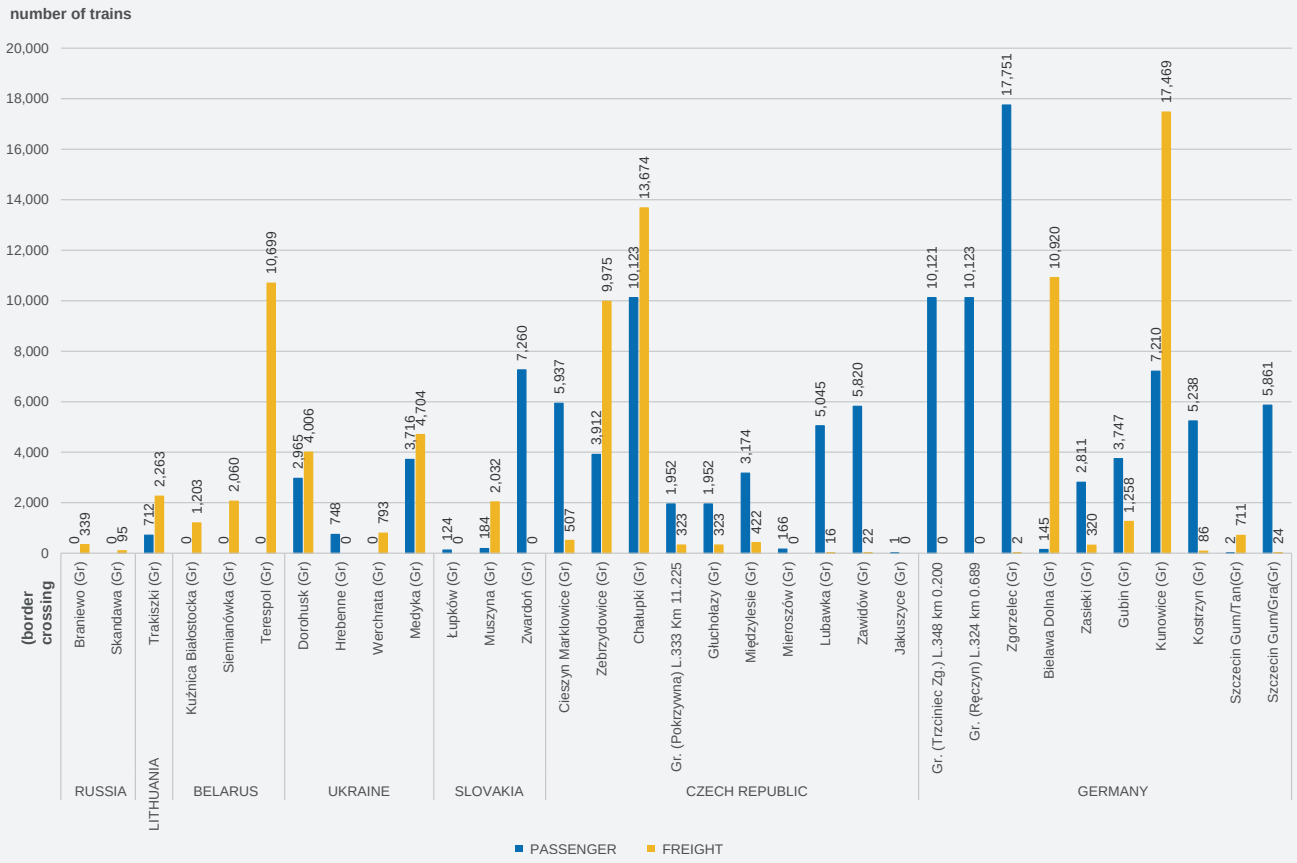
PLK SA cooperates with neighbouring railway infrastructure managers both within RRJ and IRJ in passenger and freight traffic.

Cooperation with UZ (Ukraine) is based on the Cross-Border Traffic Instructions, while cooperation with DB InfraGO AG (Germany), LG (Lithuania), SŽ (Czech Republic) and ŽSR (Slovakia) is based on both bilateral agreements and international regulations.

Trains rides under Individual Timetables are arranged in a separate way:

1. between PLK SA and DB InfraGO AG, LG, SŽ, ŽSR and UZ (freight trains) on the basis of a jointly developed procedure (24 hours a day, through the branches of the Railway Traffic Management Centre with coordination in Warsaw);
2. for other neighbouring infrastructure managers – by the OSS unit at the RailwayTraffic Management Centre in Warsaw.

International transport services in cross-border traffic in 2024



Data concerning completed national carriages

In 2024, the following trains operated on the network managed by PKP Polskie Linie Kolejowe S.A.:

- 1,993,425 trains in passenger traffic (there was an increase of 161,485 compared to 2023);
- 398,114 trains in freight traffic (there was a decrease of 11,389 compared to 2023).



5. Infrastructure

Rail roads

In 2024, the length of railway lines in operation was 18,915.312 km, an increase of 108.589 km compared to 2023. This modification was a consequence of the need to adapt the infrastructure to changing transport needs.

The railway infrastructure in use, managed by PKP Polskie Linie Kolejowe S.A. (as of 31 December 2024), is as follows:

- 18,915.312 km of railway lines;
- 36,242.704 km of track, including:
  - 27,658.544 km of route tracks and main principal tracks at stations;
  - 8,584.160 km of station tracks;
- 37,380 turnouts, including:
  - 17 892 turnouts in route tracks and main principal tracks;
  - 19,488 turnouts on station tracks.
- 11,519 rail level crossings, including level crossings of cat.:
  - A - 2,033;
  - B - 1,689;
  - C - 1,784;
  - D - 4,624;
  - F – 947;
  - pedestrian crossings of cat. E – 442.

As a result of the maintenance and repair works and investment tasks carried out in 2024, the length of railway tracks with a good assessment of technical condition (as at 31 December 2024) accounted for 71.92% of the total length of tracks in operation, which is an increase of 1.16 percentage points compared with the state as at 31 December 2023, at which time 70.76% of tracks received a good assessment.

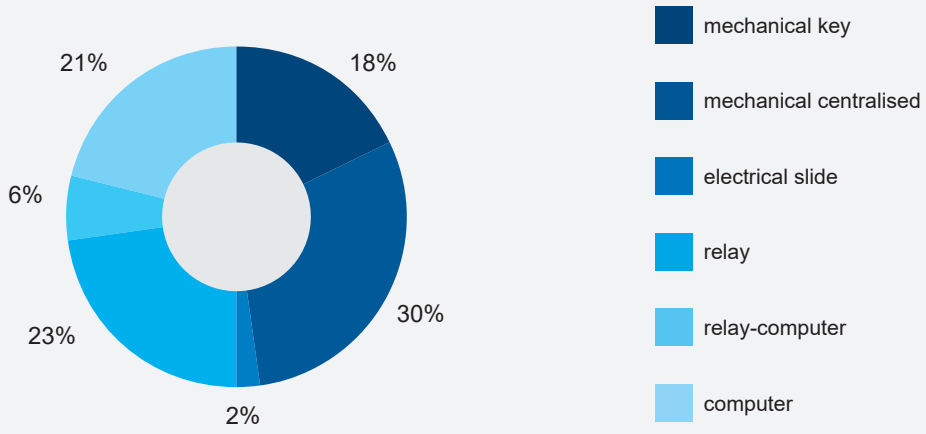
For several years there has been a systematic increase in the length of tracks allowing a maximum scheduled speed Vmax ≥ 120 km/h. At the end of 2024, the length of such tracks was 13,252 km, while at the end of 2023 it was 12,844 km, at the end of 2022 - 11 834 km, at the end of 2021 – 11 567 km, at the end of 2020 - 11,131 km.

Signalling and Telecommunication

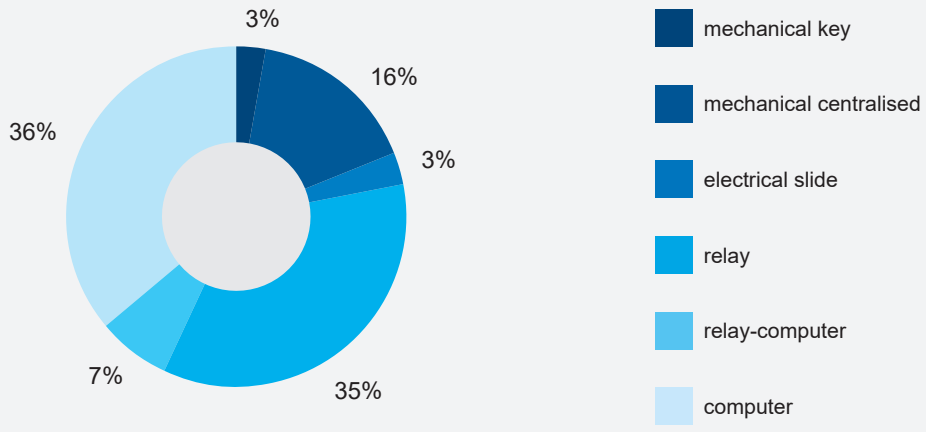
Signalling

PKP Polskie Linie Kolejowe S.A. supervises the following groups of technical railway infrastructure devices:
1. control-command and signalling (CCS) equipment;
2. rolling stock emergency detection equipment;
3. other maintenance support equipment.

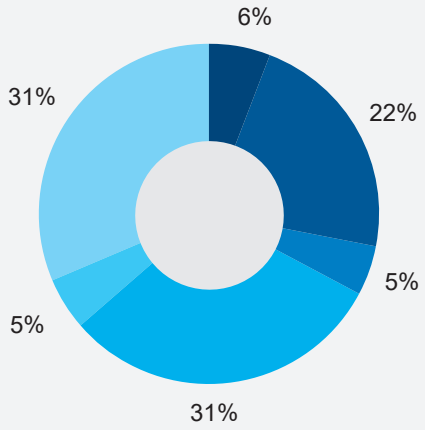
Breakdown of station equipment by technology



Signallers in various types of station CCS equipment

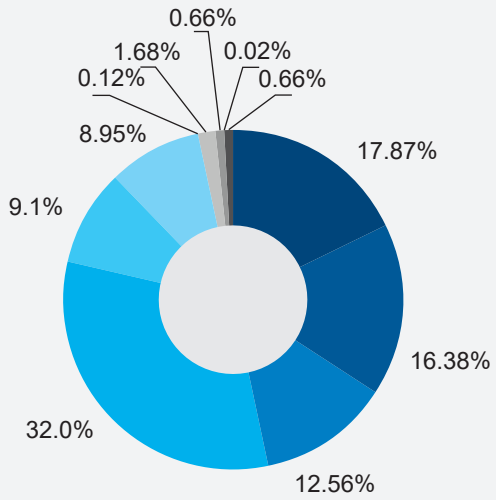


Switches in various types of station CCS equipment



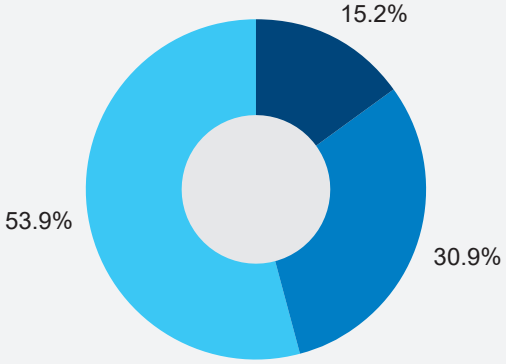
- mechanical key
- mechanical centralised
- electrical slide
- relay
- relay-computer
- computer

Types of electric point machines used



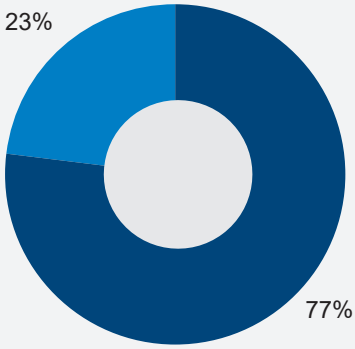
- JEA 29
- EEA4
- S 700 K (S 700KM)
- EEA5
- L826H
- EbiSwich 700
- EbiSwich 2000
- EP600
- ECOSTAR-4
- SWICHGUARD ELS710
- Other

Percentage share of types of mechanical and electric switch drives in service in 2024



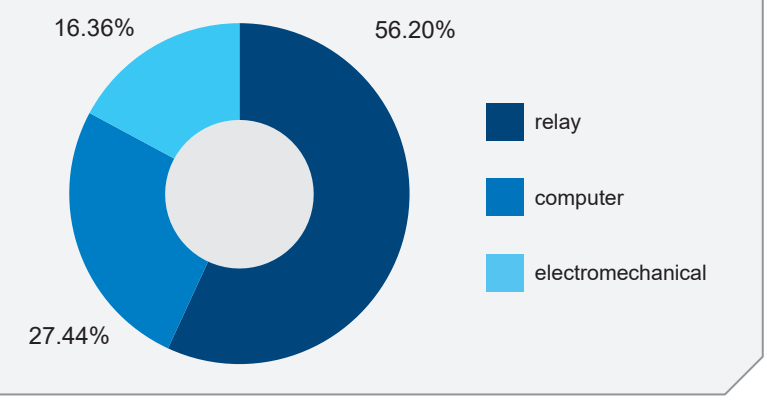
- 1 generation
- 2 generation
- 3 generation

Equipment of railway lines with block systems [%]

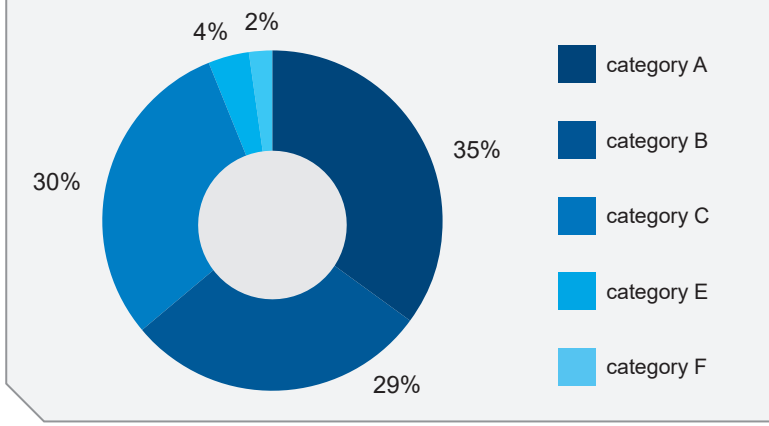


- semi-automatic
- automatic

Block systems by system technology [%]



Breakdown of level crossings with traffic safety equipment into individual categories



Telecommunication

PKP Polskie Linie Kolejowe S.A. ensures the safe and efficient operation of the national railway infrastructure by planning the development, monitoring and management of modern telecommunications systems.

The scope of the Company's activities includes a radio network, a fibre-optic and teletransmission network, as well as passenger information and video monitoring systems. The Company also cooperates with external entities to ensure the rightful maintenance of the telecommunications infrastructure.

In 2024, in the field of telecommunications, the Company supervised the following technical groups of railway infrastructure equipment:

a) railway telecommunications equipment,
- wired communication,
- analogue radio communication,
- GSM-R digital communication,
- transmission systems,
- fibre optic lines,

b) other maintenance support equipment (for further details see page 25 in the subchapter on Passenger Infrastructure)
- dynamic passenger information system (SDIP),
- video monitoring system (SMW).

Electrical power equipment

Electrical equipment as at 31 December 2024

Item	Unit	2024	2023
Traction network devices:			
length of electrified railway lines	km	12,150	12,149
length of traction network	tkm	25,129	25,152
traction network disconnectors	pcs.	20,592	20,371
including controlled	pcs.	14,660	13,979
3 kV DC devices (leased to PKP Energetyka S.A.):			
traction substations/sectional cabins	pcs.	11	11
Modernised traction substations/sectional cabins	pcs.	26	26
Electric heating of turnouts (eor):			
number of turnouts equipped with eor	pcs.	23,694	23,214
single turnouts	pcs.	42,673	41,608
External lighting and electrical installations in the facilities:			
external lighting points	pcs.	226,645	224,443
installation points and internal lighting	pcs.	238,719	238,142
MV distribution lines:			
non-traction lines (NTL)	km	936	921
Electric power delivery points:			
number of electric power delivery points	pcs.	17,694	17,526
contracted capacity	kW	470,933	459,578

Turnout electric heating equipment

Characteristics of EOR equipment				
Item	Technical condition	2024	2023	Change
		Share %	Share %	
Turnout electric heating equipment	Very good	17.8	16.7	1.1
	Good	46.5	45.4	1.1
	Satisfactory	34.5	35.7	-1.2
	Unsatisfactory	0.9	1.5	-0.6
	Inadequate	0.3	0.7	-0.4

Outdoor lighting equipment for railway grounds

Characteristics of outdoor lighting equipment for railway grounds				
Item	Technical condition	2024	2023	Change
		Share %	Share %	
Turnout electric heating equipment	Very good	15.9	13.1	2.8
	Good	51.4	52.8	-1.4
	Satisfactory	26.5	26.0	0.5
	Unsatisfactory	6.0	7.8	-1.8
	Inadequate	0.2	0.3	-0.1

Photovoltaic power generation

The company operated 86 photovoltaic installations with a total capacity of 1,500.425 kWp in 2024, which produced 1,526.693 MWh of energy. PKP Polskie Linie Kolejowe S.A. used 918.051 MWh for its own needs.

Upgrading the maintenance process of the railway network

In 2024, PKP Polskie Linie Kolejowe S.A. in the area of operations focused on guaranteeing carriers the best possible technical and operational parameters of the railway lines in use. Within the framework of the above, maintenance works of small scope and budget were carried out throughout Poland on tracks and associated infrastructure, including, among others, removal of sectional train speed restrictions, replacement of sleepers and sleeper rails from wooden to pre-stressed concrete, improvement of the condition of the surface of level crossings.

As a result of improved efficiency of maintenance processes, as well as the use of old materials, there has been a significant reduction in the number of speed restrictions on the railway network - by 27% (from 3179 in 2023 to 2307 in 2024).

As part of the process of maintaining the power supply infrastructure of the railway network in 2024, the replacement of worn-out contact line components was performed (e.g. contact wires, catenary wires, insulators, fittings, etc.) in order to increase the reliability of the power supply system, reducing the number of faults and improving the continuity and security of traction energy supply, which had an indirect effect on improving the quality of operation of the entire railway network. As a result of the measures taken, there has been a reduction in the failure rate and an improvement in the technical condition of the contact line - a decrease in the number of failures due to infrastructure maintenance from 17 in 2023 to 13 in 2024. (reduction of more than 23%).

In the field of automation, measures were taken to use remote radio frequency identification (RFID) technology for railway applications involving the full identification of rolling stock, including the identification of the carrier/operator. As part of the above, selected dSAT devices at 39 locations were retrofitted with RFID antennas which made it possible to launch the Automatic Identification of Vehicles (AIP) function. This solution will contribute to improving the transport process on the ED250 series vehicles - ultimately all types of rolling stock running at high speeds.

Passenger service facilities

PKP Polskie Linie Kolejowe S.A. undertakes a number of initiatives in the area of passenger service infrastructure, such as providing clear signposting of passenger stations and stops, access to train traffic information, and providing infrastructure to ensure passenger comfort while waiting for a train. Passenger stations and stops are adapted to the needs of persons with reduced mobility.

Names of railway stations and stops

In 2024, the process of organising and shaping the public space in which the traveller moves continues by naming and renaming stations and passenger stops in accordance with the regulations in force. Forty-three new stations and passenger stops were named.

Video monitoring

The project to build a Video Surveillance System (SMW) in the area of the Warsaw Railway Junction at Warszawa Zachodnia station continued in 2024. In addition, implementation work was carried out on the construction of SMW on railway lines No. 2, 3, 275 and 282, as well as implementation and configuration work for the project involving the creation of the Passenger Infrastructure Security Centre (CBIP) in Poznań, which will serve as the central point for the supervision of the national video monitoring system for passenger infrastructure facilities belonging to PKP Polskie Linie Kolejowe S.A.

Platform equipment, maintenance and access routes

In 2024, we continued implementing the tasks aimed at improving the comfort of passengers waiting for trains at railway stations and stops. The following works were carried out:

- 86 seat shelters were installed in 42 locations,
- 168 information display cabinets were installed at 166 locations,
- permanent signage boards were installed at 141 locations,
- 1,333 waste bins were installed at 397 locations
- 397 seating benches were installed at 104 locations
- 774 bicycle racks were installed at 135 locations,
- 93 standing rest rails were installed at 50 locations,
- refurbishment of shelters was carried out in locations such as: Władysławowo, Chałupy, Kołobrzeg Amfiteatr, Dąbrowa Górnicza Ząbkowice, Nowe Dębe Wielkie, Włocławek Zazamcze.

Maintaining cleanliness on platforms and their access roads at railway stations and stops, as well as at Łódź Fabryczna station

In 2024, the provision (jointly with PKP S.A.) of cleaning services on platforms and access routes inter-station tracks, as well as in station buildings and other infrastructure serving travellers managed by PKP Polskie Linie Kolejowe S.A. was continued. In addition, rail passengers have been provided with the “Sprawny Peron” application, through which they can report faults on platforms, access routes to stations and railway stops.

Adaptation of passenger infrastructure to the needs of people with disabilities and persons with reduced mobility (PRM)

As part of the implementation of the project included in the National Railway Programme (NAP) entitled: “Reconstruction of passenger service infrastructure at stations and stops” - 2024, works related to improving accessibility for persons with reduced mobility were carried out at the following passenger stations and stops: Gdańsk Główny, Legnica, Warszawa Gdańska, Grodzisk Mazowiecki, Sokoły, Śniadowo, Kulesze Kościelne, Kurpie, Gdynia Chylonia, Cieplewo, Różyny, Nowy Dwór Mazowiecki.

In terms of the measures taken in 2024 to increase transport accessibility for people with disabilities, a total of 152 platforms at 116 stations and stops were modernised and made accessible to travellers. In order to ensure accessibility for persons with reduced mobility, 81 passenger lifts, 14 escalators, 111 ramps/access ramps were installed on the platforms, and Braille signage was installed at 45 stations.

In addition, the procedure for providing assistance to persons with disabilities and persons with reduced mobility in station areas and passenger stops was updated. The change was driven by the need to standardise and streamline the information flow process for accepting requests for the passage of persons with reduced mobility.

In 2024, a new contract was also signed for a period of 3 years for the provision of an assistance service for persons with reduced mobility, which is organised in cooperation with PKP S.A. at selected stations. A total of 35,802 assists were provided in 2024.

Inspections and audits of passenger infrastructure

Passenger infrastructure reviews and condition reporting continued in 2024. The implementation of passenger station reviews is an ongoing process, which involves identifying any anomalies and defects, with a view to rectifying them as quickly as possible. They are aimed at ensuring the required level of cleanliness and proper maintenance of passenger infrastructure elements to ensure the comfort of travellers using rail transport.

Commercial development of infrastructure

In 2024, PKP Polskie Linie Kolejowe S.A. leased passenger infrastructure spaces for commercial purposes on an ongoing basis. These activities were conducted on the basis of “Guidelines for commercial use of passenger infrastructure managed by PKP Polskie Linie Kolejowe S.A.”, which define the principles of commercial use of passenger infrastructure.



6. Safety

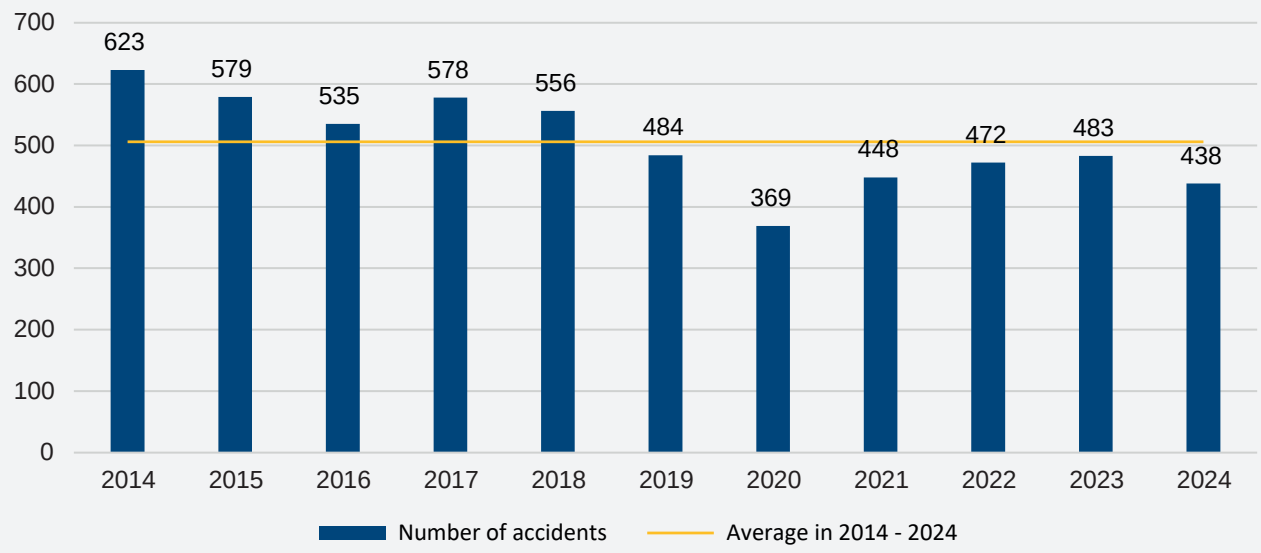
Statistics of railway events

(as at July 2024)

Between 1 January and 31 December 2024, there were 438 accidents (excluding suicides) on the railway network managed by PKP Polskie Linie Kolejowe S.A.

Compared to 2023, there was a decrease in the number of accidents by 45 (9.3%).

Comparison of the number of accidents that occurred between 2014 and 2024 on railway lines managed by PKP Polskie Linie Kolejowe S.A.

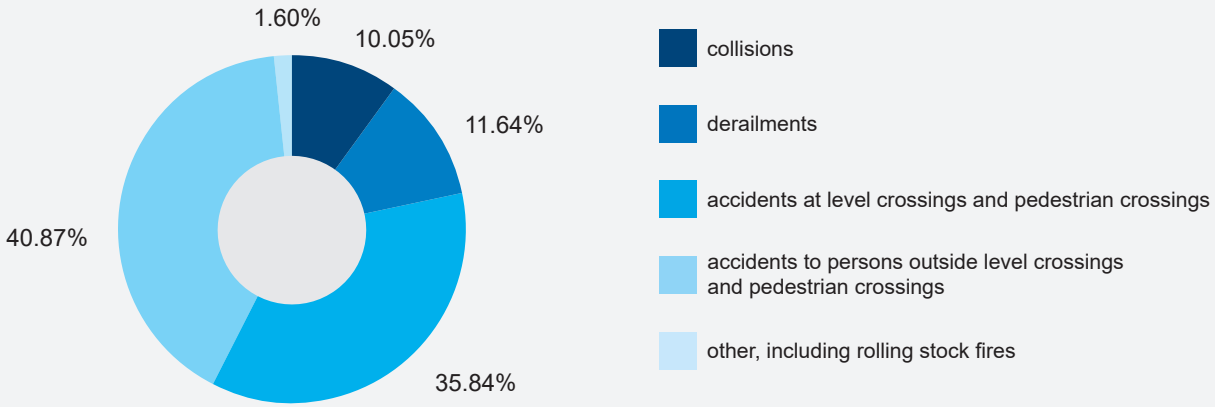


Accidents and serious accidents by type

The accident type classification used by PKP Polskie Linie Kolejowe S.A., which is compliant with the requirements of the Office of Rail Transport (UTK) and European Railway Agency (ERA), includes:

1. collisions;
2. derailments;
3. accidents at level crossings and pedestrian crossings;
4. accidents involving persons outside level crossings and pedestrian crossings (excluding suicides);
5. rolling stock fires;
6. other accidents.

Quantitative structure of accidents on the rail network managed by PKP Polskie Linie Kolejowe S.A. in 2024 by type



It can be seen from the above graph that by far the most numerous groups of accidents occurring on the network managed by PKP Polskie Linie Kolejowe S.A. were accidents involving people outside level crossings (hitting people on railway premises or jumping on/off trains) and accidents at level crossings and pedestrian crossings. Collisions and derailments accounted for just under 23% of rail accidents in 2024. These incidents are usually the fault of the railway system in the broadest sense, i.e. technical equipment, procedures and/or human and organisational factors (on the part of the railway undertaking or the infrastructure manager). Reducing the number of these two types of accidents depends directly on the actions taken by the actors in the railway market - infrastructure managers, railway undertakings, as well as designers, manufacturers and suppliers construction and maintenance contractors.

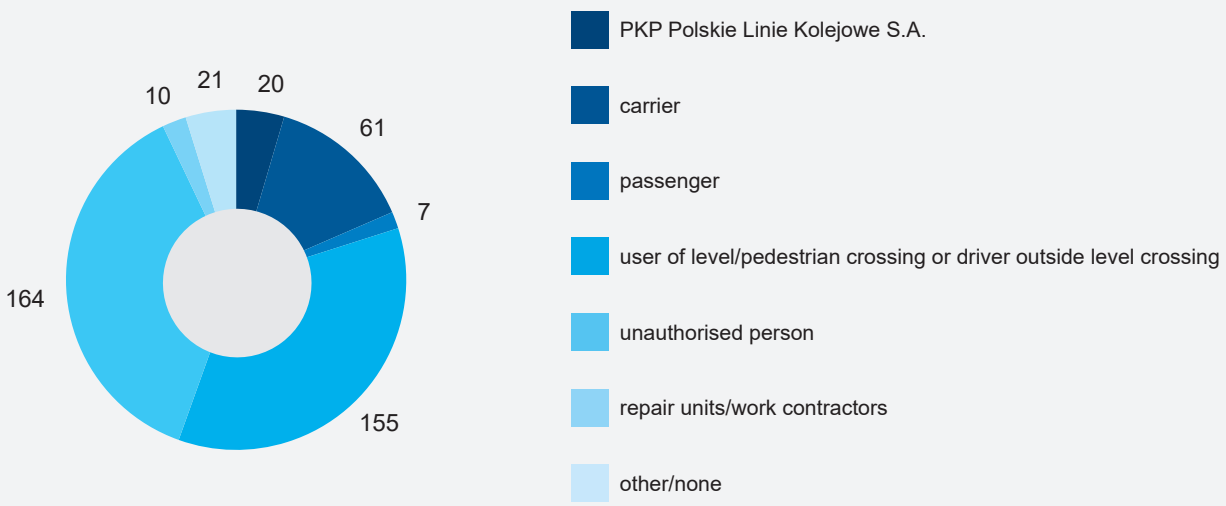
Persons injured in railway accidents

The number of persons injured as a result of accidents on the network of railway lines managed by PKP Polskie Linie Kolejowe S.A. in 2024 amounted to 208, of which 159 persons were fatalities and 49 were seriously injured. Compared to 2023, there was an increase in fatalities by 5, while the number of seriously injured persons decreased - by 11. The most numerous groups of fatalities that occurred in 2024 were unauthorised persons on the railway (116 killed, an increase of 3 compared to 2023) and users of level crossings and crossings (43 killed, i.e. 4 more than in 2023). Among persons seriously injured in railway accidents, the largest group (30 persons, i.e. 1 less than in 2023) were also unauthorised persons on railway premises and users of level crossings and crossings (15 persons, i.e. 9 fewer than in 2023).

Accidents by fault attribution

Statistics show that the vast majority of accidents in railway traffic are the fault of users of level crossings and level crossings and persons not authorised to be on railway premises - their number in comparison to the other categories in terms of entities at fault for accidents on the network of railway lines managed by the Company is overwhelming.

Quantitative structure of accidents on the rail network managed by PKP Polskie Linie Kolejowe S.A. in 2024 by fault attribution



In 2023, there were 20 accidents attributable to PKP Polskie Linie Kolejowe S.A., including: 1 collision, 16 derailments, 2 accidents at level crossings and 1 accident involving a person. The most frequent causes of incidents chargeable to the Company were errors committed by employees operating railway traffic and damage to or poor technical condition of the railway road surface.

Measures taken to improve railway traffic safety

Improvement of the technical condition of infrastructure and equipment

PKP Polskie Linie Kolejowe S.A. is carrying out a number of modernisation and revitalisation works on the managed network of railway lines. The scope of works under individual investment projects usually involves the comprehensive replacement of the railway surface, control-command and signalling equipment, electric power equipment (both traction and non-traction) as well as the modernisation of railroad level crossings and their removal and replacement with two-level crossroads. The replacement of old, worn-out and degraded elements of the railway infrastructure and technical equipment with new elements and equipment made using modern technologies allows to significantly improve the operating parameters of railway lines (mainly maximum permissible speeds) while at least maintaining and usually increasing the level of safety.

The Company also undertakes a number of measures, both in terms of railway traffic safety and the safety of people working in the vicinity of active tracks. In this respect, in 2024:

- on the network managed by PKP Polskie Linie Kolejowe S.A. a total of 70,492 track closures were granted (6% more than in 2023);
- manning of traffic stations was increased during station/route operation (total of 25,000 hours in 2024);
- SMS thematic audits were carried out with regard to rail traffic safety during investment projects (6 audits in 2024);
- inspections were carried out in the area of railway traffic safety at sites of modernisation works.

Infrastructure and equipment improvement activities carried out in 2024:

- replacement and retrofitting of turnouts – investment activities covered a total of 411 pcs. The investment measures covered a total of 411 turnouts; all newly installed turnouts are electrically heated (eor devices);
- modernisation and retrofitting of level crossings – investment measures involved a total of 198 crossings, whereby at various locations the scope of modernisation comprised: installation of automatic crossing signalling devices, self-acting crossing signals (SSP equipment), CCTV equipment and/or replacement of the driving surface, depending on the location. Moreover, 50 grade-separated crossings were built or modernised;
- installation of track occupancy control systems – 176 tracks and 31 stations were installed;
- installation of crossing device interlinks in station CCS equipment – applied at 29 level crossings;
- marking the approaches to level crossings with horizontal lines to slow down driving – by the end of 2024, markings had been made on the approaches to 623 level crossings

Developing a safety culture and risk awareness and improving staff competence

Building a mature safety culture is one of the objectives of PKP Polskie Linii Kolejowe S.A. resulting, inter alia, from continuous improvement of the Safety Management System. The Company implements a number of measures aimed at developing a safety culture and risk awareness among employees, both in positions directly related to railway traffic operation and safety, as well as those performing tasks in the area of control, supervision and instruction, and those performing managerial functions. The initiatives are also aimed at users of level crossings, as well as people using platforms and infrastructure dedicated to passenger services. Among the activities undertaken by the Company in 2024 related to safety culture are:

- continuation of the "Bezpieczny Przejazd" social campaign, including the realisation of workshops for representatives of the OSK and WORD on the topic of safety at level crossings;
- carrying out audits in terms of identifying the level of Safety Culture in Railway Lines District Units (implementation of 2 audits in 2024);
- implementation of job placements in the basics of the Safety Management System, risk management, human factors and safety culture;
- competition in the field of railway traffic safety for PLK SA employees entitled "Safety is the most important thing";
- rewarding positive, pro-active attitudes and behaviours of employees in terms of eliminating threats to railway traffic safety.

Monitoring the Safety Management System

In order to implement the requirements of the Common Safety Method (CSM) with regard to monitoring, i.e. Commission Regulation (EU) No. 1078/2012 of 16 November 2012 on a common safety method for monitoring to be applied by railway undertakings, infrastructure managers after receiving a safety certificate or safety authorisation and by entities in charge of maintenance, PLK SA applies the "Strategy for monitoring the Safety Management System and the Maintenance Management System of PKP PLK S.A.", as well as procedure SMS/MMS-PD-04 "Monitoring and continuous improvement of the Safety Management System".

Implementation of the Railway Traffic Safety Improvement Programme

The implementation of the "Railway Traffic Safety Improvement Programme of PKP PLK S.A. for 2024" was aimed at ensuring an optimum level of safety for passengers and transported loads, employees and contractors, improving the technical condition of infrastructure and continuously increasing the level of safety of railway traffic. The individual measures included in the Programme were directed at achieving the Company's priority safety objectives for 2024.

Risk management measures

In 2024, PKP Polskie Linie Kolejowe S.A. conducted:

1. 680 change significance assessments in accordance with procedure SMS/ MMS-PR-03 "Change Management" to determine the significance of the planned change for each change in the railway system. The change significance assessments mainly concerned the following:
   - reconstruction/re-categorisation of level crossings;
   - obtaining a deviation from the applicable rules and/or internal regulations of the Company;
   - changes to provisions in the Company's internal regulations (including SMS and MMS);
   - construction, modernisation/refurbishment of railway/ engineering structures;
   - construction and modernisation of platforms;
   - changes to railway traffic organisation rules;
   - increasing the design speed on specific railway line sections;
   - using reclaimed products.

   Two changes were classified as significant and were subject to risk assessment in accordance with Commission Implementing Regulation (EU) No 402/2013 of 30 April 2013 on the common safety method for risk evaluation and assessment and repealing Regulation (EC) No 352/2009.
2. 202 risk assessment in accordance with procedure SMS/ MMS-PR-02 "Technical and operational risk assessment" in order to identify, where justified, additional risk control measures to minimise the level of risk (increase the level of safety) in PKP Polskie Linii Kolejowe S.A.'s operations. In this respect, the risk assessment covered primarily:
   - technical condition of the infrastructure;
   - hazards at level crossings;
   - hazards related to the operation of CCS equipment;
   - changes to railway traffic organisation, including the use of Proceed on Sight Authority (PoSA) signals for more than 20 days.

In 2024, PKP Polskie Linie Kolejowe S.A. updated the "Hazard Register" twice, which is one of the basic documents used in the framework of conducted risk assessments and assessments of the significance of change.



7. Development prospects

Strategic framework

In accordance with the statutorily defined obligations, PKP Polskie Linie Kolejowe S.A. performs the function of manager of the national railway infrastructure and implements the state policy in the area of railway transport.

The Strategy for Responsible Development for the period up to 2020 (with an outlook to 2030)[1] defines strategic programmes for the railway sector. Two of them relate directly to the Company's activity. This includes the National Railway Programme until 2030 (with an outlook to 2032) (KPK), as well as a multi-year programme entitled: Government programme to support the tasks of railway infrastructure managers, including maintenance and repair, until 2028 (Maintenance Programme). The National Railway Programme includes investment projects co-financed from EU funds under the 2021-2027 financial perspective and non-continuous investments in the railway infrastructure managed by PLK SA financed from public funds, while the second programme is intended to ensure the sustainability of the operational parameters of railway infrastructure, the stability of financing and effective infrastructure management.

The Multiannual Maintenance Programme is implemented comprehensively to the activities carried out under the NRP, providing co-financing for the costs of railway infrastructure management until 2028, especially in the area of maintenance and repairs. This will improve the quality of the railway infrastructure and reduce rail travel times, increase passenger safety and, as a result, increase the competitiveness of rail transport. The implementation of the Programme is the agreement concluded between PLK SA and the Ministry responsible for infrastructure of 28 December 2023[2].

In 2019, another multiannual programme dedicated to the development of railway infrastructure was established, was implemented by PLK SA titled *Programme to Supplement Local and Regional Railway Infrastructure – Railway Plus until 2029*. The Programme to Supplement Local and Regional Railway Infrastructure – Railway Plus until 2029, is a tool for achieving the objectives of the state policy with regard to ensuring the transport accessibility of the regions. The programme comprises, among other things, a basic investment component, under which PLK S.A., in cooperation with local government units, will carry out projects to develop the rail network in smaller towns. Investment tasks will be financed from the programme's funds in 85% and from local government funds in 15%.

In 2021, the *Government Programme for the Construction or Modernisation of Railway Stops for 2021-2025* (Railway Stop Programme) was also established, with the aim of increasing local communities' access to rail transport. The total value of the Railway Stop Programme amounts to PLN 1,097.84 million, of which PLN 88.00 million is earmarked for the implementation of parking tasks and covers 314 locations throughout Poland, where tasks included in the basic list are 214 locations and tasks included in the reserve list are 100 locations.

1 Document adopted by resolution of the Council of Ministers of 14 February 2017.
[2] Contract for the implementation of the multiannual programme "Government programme to support the tasks of railway infrastructure managers, including maintenance and repairs, until 2028" concluded on 28.12.2023.

Complementary to the above-mentioned multiannual programmes, the Company is implementing activities in connection with the preparation and implementation of the *National Recovery and Resilience Plan* (KPO), a document constituting the basis for applying for funds from the EU Instrument from the Recovery and Resilience Facility. Under the KPO, the Company was granted funds of approx. PLN 11.483 billion (approximately EUR 2.7 billion). These funds are earmarked, among other things, for projects related to the digitalisation of railway infrastructure through the installation of modern devices and systems for controlling railway traffic, including crossing systems, which will increase the level of efficiency and safety of train traffic and ultimately increase the safety of road users.

The KPO also includes works related to the modernisation of the line infrastructure. In addition, the list also includes projects related to equipping railway stations with dynamic passenger information systems, taking into account the needs of people with hearing impairments and foreigners. The KPO also includes projects aimed at eliminating bottlenecks and increasing the capacity of railway lines.

The elaboration and detailing of the government's most important strategic objectives for transport is presented in the Strategy for Sustainable Transport Development to 2030 (SRT2030), a horizontal, integrated sectoral strategy within a system of nine integrated national development strategies.

Predicted development prospects

The directions of PLK SA development result from decisions taken at the government level concerning rail transport and regulations in this area adopted in EU and national strategic documents. It is assumed that they will be implemented on a continuous basis in the following years.

Management of the development of the railway infrastructure will focus on the effectiveness of traffic management and maintenance activities and operating efficiency, which consists of adequate capacity and technical parameters, as well as an attractive transport offer.

Key development activities will focus on the implementation of the investments specified in the NRP. The Company's investment projects will serve the purpose of modernising the railway network and ensuring that the infrastructure offer is at a level which meets market demand and public expectations.

PLK SA and Centralny Port Komunikacyjny Sp. z o.o. will intensify their cooperation in order to coordinate preparations for the implementation of spatially and functionally related infrastructure projects. In addition, both companies within the framework of their cooperation, will strive to work out solutions conducive to the efficiency of the railway network in Poland in connection with the development of the Integrated Rail Network (ZSK) concept. ZSK is an undertaking which will result in a long-term, stable plan for the development of infrastructure and railway routes in Poland.

It is envisaged that comprehensive traffic management and control systems as well as IT and digital systems will be consistently implemented on the railway network managed by PLK SA, which will improve safety and the efficiency of infrastructure use. Among the measures optimising internal processes using new technologies, those relating to asset management and supporting modern network design will be of particular importance.

Rail is considered to be one of the most environmentally friendly means of transport, both in terms of CO_2 emissions and energy efficiency. By offering high-quality railway infrastructure and an extensive network of connections, PLK SA will contribute to sustainable transport development.

EU legislation and strategy

In 2024, the Company participated in the European Commission's public consultations on the Connecting Europe Facility (CEF) and the draft regulation on the use of railway infrastructure capacity in the single European railway area. Representatives of the Company provided opinions on, inter alia, the legislative package on passenger mobility, draft regulation on transport block exemptions and guidelines on state aid for land and multimodal transport, regulations on sustainable development, and participated in legislative and strategic work related to military mobility. PLK SA also monitored the status of work on the revision of the directive on certification of train drivers and guidelines on charges for access to railway infrastructure. The company also participated, among others, in the work of SERAF (Single European Railway Area Forum), established by the European Commission, participating in the work on the report on the implementation of Directive 34/2012, participating in consultations with stakeholders on capacity optimisation and guidelines for access charges (TAC). Moreover, representatives of PLK SA continued their participation in the KPI PRIME group - Platform of European Rail Infrastructure Managers, preparing input to the annual report (benchmarking) published by the European Commission and participating in a number of workshops, studies and consultations on rail infrastructure.

International cooperation

In terms of international cooperation, the Company participated in 2024 in the work of the most important international organisations: International Union of Railways (UIC), the Association of European Rail Infrastructure Managers RailNet Europe (RNE), the Community of European Railways and Railway Infrastructure Managers (CER), the Association of European Rail Infrastructure Managers (EIM), the United Nations Economic Commission for Europe (UNECE), Colpofer (a European organisation established in 1980, bringing together railway companies and police forces) and the Platform of European Railway Infrastructure Managers (PRIME).

In 2024, PKP Polskie Linie Kolejowe S.A. were represented in the statutory bodies of selected international organisations and bodies, including RNE and EIM. Work continued on the UNECE Trans-European Railway (TER) project, headed by a representative of the Company.

Highlights of the Company's international activities in 2024 included the participation of its representatives in the RNE General Assembly, the EIM General Assembly and CEOs Club Meeting, the PRIME Plenary Meeting, as well as the High-Level Infrastructure Managers Meeting (HLIM). The Company's experts continued their work in selected committees, working groups and projects of the UIC, EIM, PRIME, RNE, CER, UNECE. On 6 November 2024, a representative of the Company's Management Board gave a presentation on the resilience of the railway infrastructure managed by PLK SA at the NATO Headquarters in Brussels.

During the InnoTrans fair in Berlin in September 2024, PKP Polskie Linie Kolejowe S.A. actively participated in meetings on the development and future of the Polish railway. In addition, the Company organised, together with the Polish Embassy in Berlin, a panel discussion on the development of cross-border rail infrastructure in the context of support for Ukraine and its reconstruction.

The Company also continued active bilateral cooperation, both at the Management Board and at the expert level. Autonomous activities were carried out as well as participation in the work and meetings of ministerial teams, including with partners from Germany, the Czech Republic, Ukraine or Japan.

Within the framework of cooperation with infrastructure managers from the Czech Republic, Germany, Lithuania and the Ukrainian Railway 2024, meetings were held between representatives of the Company's Management Board and counterparts from Sprava zeleznic and DB InfraGO AG. Members of the Company's management also participated in meetings with partners from Lithuania and Ukraine, both representing PLK SA directly and as part of delegations/meetings coordinated by other entities.

Members of the Management Board and experts of PLK SA participated in meetings and events of special importance, including: a meeting with the Ambassador of the Imperial Japanese Republic, the ceremonial opening of the Kietz-Kostrzyn bridge, the Polish-Czech Railway Infrastructure Working Group, a working group of the Ministry responsible for infrastructure concerning the development of an agreement on the construction and maintenance of the railway border between Poland and the Czech Republic.

Bilateral cooperation also involved the implementation of investment projects, in particular with Ukrzaliznytsia, DB InfraGO AG and the implementation of Rail Baltica with partners LTG Infra A.S. and RB Rail A.S. from Lithuania.

The company continued to be active in exchanging experience and obtaining information on. new technologies and solutions with partners, e.g. from Japan, Spain and Switzerland – the Company's experts took part in workshops aimed at familiarising themselves with the range of products and solutions for possible use by the infrastructure manager.

In view of the current geopolitical situation, representatives of PLK SA participated in the work of an inter-ministerial working group on financing and coordination of investment activities undertaken at rail border crossings under the aegis of the Ministry responsible for infrastructure, aimed at increasing the capacity of PL - UA rail border crossings.

Representatives of the Company as part of a delegation from the Ministry responsible for infrastructure actively participated in meetings of the Polish and Baltic Groups operating under the EU Solidarity Lanes initiative.

International activities have enabled the exchange of experience and good practice. It has also strengthened the image of PKP Polskie Linii Kolejowe S.A. as a partner open to dialogue and new technologies.

Cooperation with external partners

In 2024, PLK SA strengthened its cooperation with key external stakeholders, such as: Centralny Port Komunikacyjny Sp. z o.o. (CPK), Polskie Elektrownie Jądrowe Sp. z o.o., provincial and local self-governments. In addition, the Company met the expectations of the developing local government railway operators. In October 2024, PLK SA signed an agreement with the authorities of the Pomorskie Voivodeship, the Ministry responsible for infrastructure and PKP S.A. A document entitled "Railway pact for Pomerania", in which the signatories expressed their will to cooperate in the revitalisation of infrastructure, restoration of railway traffic on selected lines in the region and in the scope of railway investments planned in Pomerania.

In 2024, a project dedicated to a systematic approach to railway infrastructure development in Poland in the long term perspective was also initiated (Integrated Railway Network – ZSK,

implemented by PLK SA, CPK and the Institute of Cities and Regions, under the patronage of the Ministry responsible for infrastructure), also referred to on page 21 of the Report and the project entitled Horizontal Timetable – HRJ, which is a systematic approach to the shaping of connection network in Poland.

The HRJ project will create an integrated train timetable based on the so called "clock-face scheduling" and fixed departure times PLK SA, the Ministry responsible for infrastructure, the Railway Transport Office and the Centre for EU Transport Projects are working together on this project.

Development of freight corridors

Freight corridors operate on the basis of *Regulation No. 913/2010 of the European Parliament and of the Council of 22 September 2010 concerning a European rail network for competitive freight.* Their purpose is to increase the competitiveness of international rail freight through organisational improvements and better cooperation between infrastructure managers.

Three freight corridors run through Poland:
1. Rail Freight Corridor No. 5 Baltic Sea – Adriatic Sea (RFC5)
2. Rail Freight Corridor No. 8 North Sea - Baltic Sea (RFC8)
3. "Amber" Rail Freight Corridor No. 11 (RFC11).

In 2024, a revised of *Regulation (EU) No. 2024/1679 of the European Parliament and of the Council on EU guidelines for the development of the trans-European transport network* was published. The regulation envisages, among other things, linking TEN-T corridors with rail freight corridors and transforming them into European Transport Corridors. Within the framework of this regulation, a new corridor running through Poland was established, i.e. the Baltic Sea-Black Sea/Aegean Sea corridor.

The corridor management boards continued their involvement in the EU Solidarity Lanes in 2024. As part of this activity, infrastructure managers from the countries bordering Ukraine provided the EC with monthly data on actual traffic volumes at the crossing points and on the volume of goods transported.

Environmental protection

As part of the preparation of investment projects, 27 environmental decisions were obtained in 2024, 19 of which were obtained following an environmental impact assessment.

In addition, for the purposes of investment projects:
1) natural inventories were carried out for 15 investment projects,
2) 9 post-implementation analyses were carried out, of which 6 were submitted to environmental protection authorities and the remaining 3 will be continued and completed next year,
3) 5 nature monitoring were carried out, of which 1 was completed in 2024 and the others will be continued in the following years.

In 2024, 2 decisions were issued obliging the Company to apply measures minimising the negative impact from railway lines in the scope of noise, resulting from the submitted post-implementation analyses.

The Company's acoustic laboratory began expanding its accredited operations in 2024. In this regard, procedures were implemented for the testing of noise generated by plant, machinery, equipment and industrial plants. Measurements were also taken of industrial noise from railway facilities, e.g. sidings for unloading railway wagons.

In effort to achieve climate neutrality and reduce CO_2 emissions, the Company has taken and will continue to take the following measures:
- purchase/rent/leasing of 250 electric/hybrid vehicles by 2026. At the end of 2024, the Company had 126 electric/hybrid vehicles in stock,
- systematic elimination of solid fuel boilers used for heating railway buildings – it is assumed that 18% of solid fuel boilers will be replaced by the end of 2027 in relation to the number of all solid fuel boilers in operation, i.e. nearly 600 units. In 2024, 19 boilers have been replaced. To date, a total of more than 50 boilers have been replaced.
- replacement of 67% of lighting fixtures with energy-efficient luminaires by the end of 2030 (in relation to the number of over 211,000 of all luminaires in operation). In 2024, more than 74,500 luminaires were replaced to LED, of which 32.9% of all luminaires were light points with LED luminaires,
- 60% reduction in solid fuel consumption (2025-2030 average) with respect to the 2013 baseline of 20,700 tonnes – by the end of 2030. Solid fuel consumption in 2024 reduced to approx. 4 thousand. tonnes.

In 2024, measures to counter the effects of climate change were being implemented, including the systematic installation of electric turnout heating (eor). In 2024 the company has operated more than 23,500 eor installed.

In 2024, the "Plan for Adaptation of Railway Infrastructure to Climate Change" was adopted, which defines the directions of activities aimed at limiting the impact of the railway infrastructure and other activities of PLK SA on climate change, as well as adaptation of the Company to the resulting risks - taking into account the projected changes by 2100. The measures included in the plan have been divided into investment and operational activities. In addition, guidelines were developed on how to take climate issues into account in project documentation (mainly environmental) for the purpose of obtaining a decision on environmental conditions.



8. Investments

Implementation of investment programmes

PKP Polskie Linie Kolejowe S.A. as the manager of the national network of railway lines, carries out activities aimed at improving the accessibility, efficiency and effectiveness of the country's transport system through the implementation of a broad investment programme encompassing the modernisation of many railway lines.

The Company implements investment projects included in multi-annual programmes such as the *National Railway Programme (NRP 2030), the Programme for Completion of the Local and Regional Railway Infrastructure – Railway Plus until 2029, the Government Programme for Construction or Modernisation of Railway Stops for 2021-2025.*

The largest of the programmes implemented by PLK SA is the NRP, which establishes the financial framework and conditions for the implementation of the state's intentions with regard to railway investments to be made by 2032. The adoption of the NRP results from art. 38c of the Railway Transport Act of 28 March 2003 and covers all investments of PKP Polskie Linie Kolejowe S.A. realised with the use of funds at the disposal of the Minister in charge of infrastructure.

The first version of the NRP related to the 2014-2020 perspective was adopted by the Council of Ministers on 15 September 2015 by Resolution No. 162/2015. As a result of the update adopted by the Council of Ministers by Resolution No. 144/2023 on 16 August 2023, the name of the programme was changed to the National Railway Programme until 2030 (with an outlook until 2032). Thus, the programme's duration was adjusted to the European Union's financial perspective for the years 2021-2027, with some projects planned to be implemented by 2032. The last update took place on 9 October 2024 (Resolution of the Council of Ministers No. 116/2024).

The Railway Plus programme was adopted by the Council of Ministers by Resolution No. 66/2020 of 4 June 2020, its latest update was adopted by the Council of Ministers by Resolution No. 97/2024 of 13 September 2024.

The Government Programme for the Construction or Modernisation of Railway Stops for 2021 - 2025, which includes projects for investment by the Company, was adopted by the Council of Ministers in Resolution No. 63/2021 of 19 May 2021, its latest update was adopted by the Council of Ministers in Resolution No. 89/2024 of 13 August 2024.

As at 31 December 2024, the total value of all multiannual programmes (NRP, KPO, Railway Plus and Railway Stop Programme) amounted to PLN 183.5 billion, including:

1. NRP PLN 157.6 billion
2. KPO PLN 11.5 billion
3. Railway Plus PLN 13.3 billion
4. The Railway Stop Programme PLN 1.1 billion

Project advancement for all multiannual programmes as at 31 December 2024 is as follows:

- completed investments – PLN 60.6 billion;
- investments under construction (at various levels of advancement) – PLN 52.0 billion;
- in tenders – investments worth PLN 16.1 billion.

Invoiced projects for all multiannual programmes as at 31 December 2024 amounted to PLN 80.1 billion, including:

1. NRP PLN 77.1 billion;
2. KPO PLN 2.1 billion;
3. Railway Plus PLN 0.1 billion;
4. The Railway Stop Programme PLN 0.8 billion.

In 2024, the Company implemented investment projects throughout the country, based on agreements concluded with contractors. Between January and December 2024, PLK SA signed agreements under multiannual programmes with a net value of approx. PLN 17.289 billion, of which:

1. NRP PLN 11.0 billion;
2. KPO PLN 5.5 billion;
3. Railway Plus PLN 0.7 billion;
4. The Railway Stop Programme PLN 0.1 billion.

Largest contracts signed in 2024 (over PLN 1 billion):

1. Execution of construction works, as well as the execution of a detailed design and execution of construction works for the construction of railway traffic control devices, railway telecommunication network equipment, dynamic traveller information system on the section Katowice Szopienice Płd. – Katowice – Katowice Piotrowice (PLN 3.4 billion);
2. Design and execution of construction works on railway line No. 104 on section D Limanowa – bocz. Klęczany as part of the Project "Modernisation of the railway line No. 104 Chabówka – Nowy Sącz on the section Chabówka – Rabka Zaryte – Mszana Dolna and Limanowa – Klęczany – Nowy Sącz" (PLN 1.9 billion);
3. Development of detailed designs and execution of construction works for the installation of signalling equipment and devices of the railway telecommunication networks along with the provision of post-warranty services for these devices on the section Zabrzeg – Zebrzydowice – state border (PLN 1.7 billion);
4. Development of detailed designs and performance of construction works under the project Freight Bypass of Poznań (PLN 1.4 billion);
5. Section A – Construction work on railway line 201 sec. Kościerzyna – Somonino and No. 214 Somonino – Kartuzy (PLN 1.3 billion);
6. Design and execution of works under the title Section B – construction works on railway line no. 201 sec. Somonino – Gdańsk Osowa (PLN 1.3 billion).

2024 investment projects

The basis for the Company's investment activities in 2024, as in previous years, was the Company's Investment Plan (PI2024), which assumed the implementation of projects financed from various funding sources, including the Cohesion Fund, the State Budget, the Railway Fund and the Company's own funds. The most significant group in PI2024 consisted of projects financed by the CEF Connecting Europe Facility, the Infrastructure and Environment Programme (I&E OP), the National Recovery and Resilience Plan (KPO) and the European Funds for Infrastructure, Climate, Environment (FEnIKS). In 2024, the implementation of investment outlays amounted to PLN 10.23 billion. The largest projects implemented were:

1. Modernisation of railway line No. 104 Chabówka – Nowy Sącz on the section Chabówka – Rabka Zaryte – Mszana Dolna and Limanowa – Klęczany – Nowy Sącz;
2. Works on the E 75 line, Czyżew – Białystok section
3. Works on railway line 202 between Gdynia Chylonia and Słupsk;
4. Works on railway line C-E 65 in section Chorzów Batory – Tarnowskie Góry – Karsznice – Inowrocław – Bydgoszcz – Maksymilianowo;
5. Works on the Warsaw cross-city line in the section Warszawa Wschodnia – Warszawa Zachodnia;
6. Improvement of the Łódź railway junction (TEN-T), stage II, section Łódź Fabryczna - Łódź Kaliska_Łódź Żabieniec;
7. Works on basic passenger lines (E 30 and E 65) in the area of Silesia, Stage I line E 65 at section Tychy – Most Wisła;
8. Work on railway line 38 between Giżycko and Korsze, including electrification;
9. Work on the main passenger lines (E 30 and E 65) in Silesia, Stage I line E 65 between Katowice Szopienice Płd and Katowice – Katowice Piotrowice;
10. Works on E59 railway line in section Poznań Główny – Szczecin Dąbie.

Investment projects in value terms

As part of the implementation of PI2023 on the railway network managed by PKP Polskie Linie Kolejowe S.A. investment works were carried out, including in particular the modernisation, revitalisation or construction of 407.97 km of track, 198 level crossings and 168 platforms.

The project progress indicators are shown in the table below:

No.	Indicator	Unit of measure	Execution
1.	Railway track modernisation (including: repair of railway surface, substructure, OC rails)	km of tracks	407.97
2.	Installation of turnouts	pcs.	411
3.	Engineering structures, including:	pcs.	132
	Bridges	pcs.	30
	Viaducts	pcs.	51
	Culverts	pcs.	51
4.	Platforms	pcs.	168
5.	Traction network	tkm	256.25
6.	Railway crossings	pcs.	198

Threats and risks as well as actions taken

In 2024, PKP Polskie Linie Kolejowe S.A. as part of the implementation of multiannual programmes, carried out numerous investments throughout the country, which not only involved risks typical for the construction industry, but also identified risks caused by the scale and number of projects implemented simulta at the same time under multiannual programmes such as: NRP 2030, Rail + until 2029, KPO and the Railway Stops Programme. The scale and complicated, multi-discipline nature of the investments significantly affect the number of risks identified during the process of creating documentation, obtaining administrative decisions and implementing construction works. The execution of the works requires the coordination of many projects, with particular attention to the need to maintain passenger and freight traffic on the existing infrastructure. PLK SA carries out risk monitoring to support strategic decision-making within investment project management. Key risks identified in 2024 included: delays in construction works, prolonged procedures for obtaining approvals, permits and administrative decisions, delays resulting from prolonged tender procedures, prolonged processes of preparing project documentation, and risks related to the financing of investment projects.

Programme to Supplement Local and Regional Railway Infrastructure – Railway Plus until 2029

The value of the Railway Plus Programme amounts to approx. PLN 13.2 billion, including:

- ca. PLN 11.2 billion — funds from the recapitalisation of PLK SA;
- ca. PLN 2.0 billion - own contribution of local authorities.

The Railway Plus Programme involves the implementation of 35 projects covering a total of approx. 1,200 km of railway lines. By 31 December 2024 all 35 agreements had been signed.

In 2024 27 tendering procedures for the production of design documentation have been announced and 7 tenders for the production of design documentation and construction works have been announced.

In addition, by the end of 2024 23 agreements with contractors for design documentation were signed and 6 agreements with contractors for design documentation and construction works were concluded.

At the end of 2024, projects implemented under the Railway Plus Programme were subject to review in order to obtain the maximum functional and technical parameters of the infrastructure planned to be made available, which may involve changes to the scopes of investment implementation and financial changes.

Government Programme for the Construction or Modernisation of Railway Stops for 2021–2025

Under the Government programme for the construction or modernisation of railway stops for 2021-2025, in 2024 the value of completed tasks amounted to PLN 277.03 million and concerned 63 locations - for 48 the stop task was completed, for 13 the stop and parking task was completed at the same time, and for 2 the parking task only.

In total, within the Programme by the end of 2024, 150 bus stop tasks with a total value of PLN 612.22 million and 24 parking tasks with a total value of PLN 8.84 million were completed.

At the same time, as at 31 December 2024, 55 bus stop tasks with a total estimated cost of PLN 320.26 million and 85 parking tasks with a total estimated cost of PLN 50.63 million remained under implementation (an agreement with the contractor has been concluded).

Sources of financing

Summary of the 2014-2020 perspective

1) Operational Programme Infrastructure and Environment (OPI&E)

In 2024, for 46 projects implemented by PLK SA as a direct beneficiary, all submitted applications for final payment have been approved, amounting to PLN 20,907,503 in PLN thousand. The company has used the full amount of the subsidy allocated to it. At the end of 2024, 32 OPI&E 2014-2020 projects were completed (in the case of 14 projects, confirmation of functionality and/or completion of the scope is required - concerning projects phased for the next perspective, in the case of which the functionality of the project can be fully assessed after the completion of Phase II).

2) Operational Programme Eastern Poland (OP IE)

Co-financing under the programme covered 9 projects within the scope of PLK SA in the amount of PLN 1,864,945 in PLN thousand. OP IE projects were implemented with the participation of an entity authorised to incur expenditure, i.e. PKP S.A. (Polish Railway). As at 31 December 2024, 5 investments were completed.

3) Connecting Europe Facility (CEF) 2014-2020

The CEF 2014-2020 portfolio for PLK SA includes 28 projects for a total EU allocation of EUR 3,616,574 thousand. As of 31 December 2024, 9 investments remain to be settled.

Summary of the 2021-2027 perspective

At the end of 2024, under the Connecting Europe Facility (CEF2) financial instrument, nine PLK SA projects were contracted for a total EU allocation of EUR 2,058,357.9 thousand, receiving co-financing in the competition for the transport sector and military mobility.

In addition, for the project entitled “EU-AU Solidarity Corridors. Optimisation and modernisation of transport flows in terms of infrastructure capacity, interoperability and efficiency of the main railway border crossings between PL/UA”, PLK SA as a Grant Agreement Partner received CEF2 co-financing of EUR 3,521.3 thousand for the implementation of its scope (in total, the Company is coordinating the implementation of 10 projects with CEF2 funding).

In 2024, 3 new Grant Agreements were concluded with the European Climate, Infrastructure and Environment Executive Agency (CINEA) under the CEF2 Instrument.

National Recovery and Resilience Plan (KPO)

By 31 December 2024, 29 projects have been contracted for the amount of PLN 10,077,341 thousand, of which 14 projects will be contracted in 2024.

Design using BIM methodology

PLK SA, with a view to maximising the potential of the existing infrastructure, as well as more efficient planning, design and construction of new railway lines in 2024, has taken significant steps towards the implementation of the BIM (Building Information Modeling) methodology in the investment process. This measure is complimentary to achieving optimum investment results in relation to the expenditure incurred, as well as achieving the highest possible operational efficiency.

BIM methodology is an approach based on digital mapping of both designed and existing buildings and digitalisation of investment processes. It enables digital models to be created and managed, providing constant access to project information such as costs and schedules. This makes it possible to test different variants of solutions in a virtual environment, which allows the selection of optimal options, increasing transparency and control over the implementation of investments and facilitating decision-making.

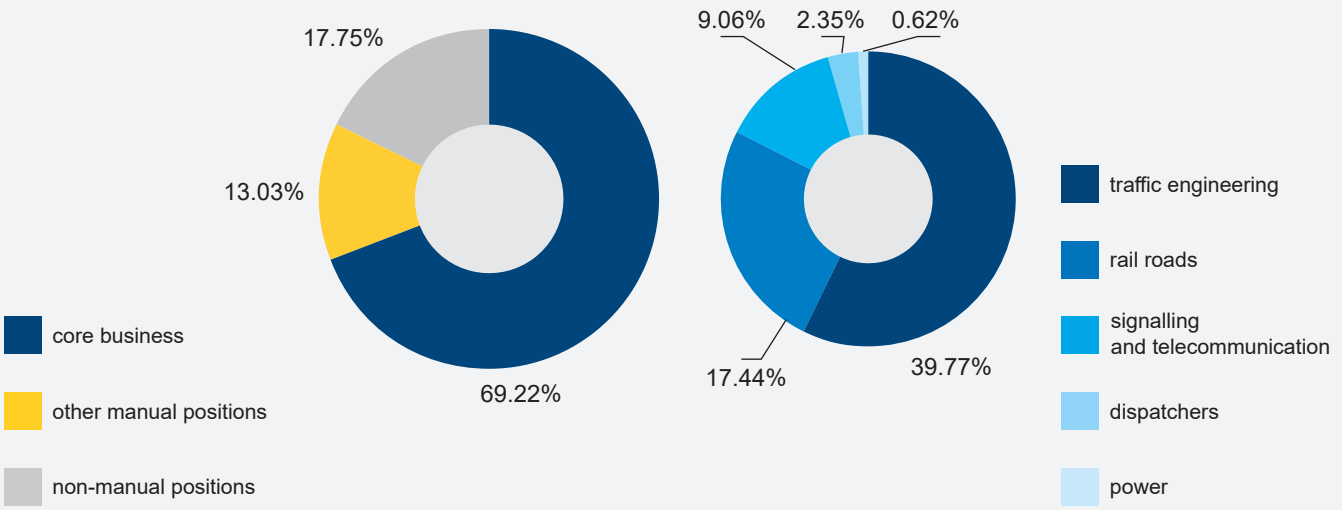


9. Employment

Employment structure

The level of employment in PKP Polskie Linii Kolejowe S.A. as at 31 December 2024 amounted to 36,706 employees and decreased compared to 31 December 2023 by 586 persons (i.e. by 1,57%). The largest share of employees were employees of core activities, i.e. 69.22% of the total workforce. Administrative employees accounted for 17.75% and employees of auxiliary activities for 13.03% of the total workforce.

Employment by occupational group as at 31 December 2024



Employment by gender as at 31 December 2024

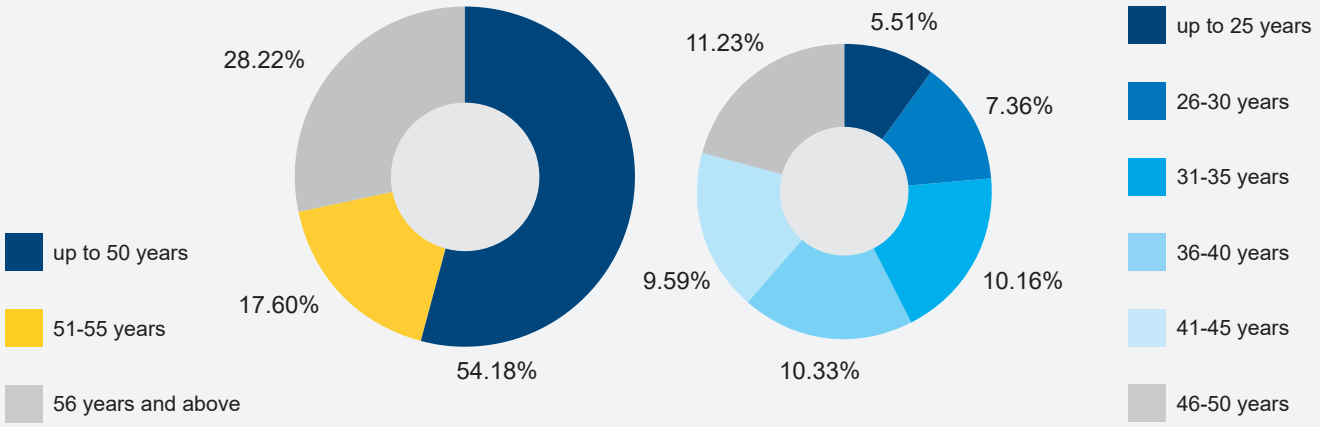
34.19%
of employees
are women

65.81%
of employees
are men

Average age of PLK SA
employees
As at 31 December 2024,
amounted to 46.39 years

According to the employment status as at 31 December 2024, employees in the age bracket of up to 50 years were the most numerous group in the Company and accounted for 54.18% of the total workforce. Employees in the age bracket over 51 years represented 45.82% of the total workforce.

Employment by age as at 31 December 2024

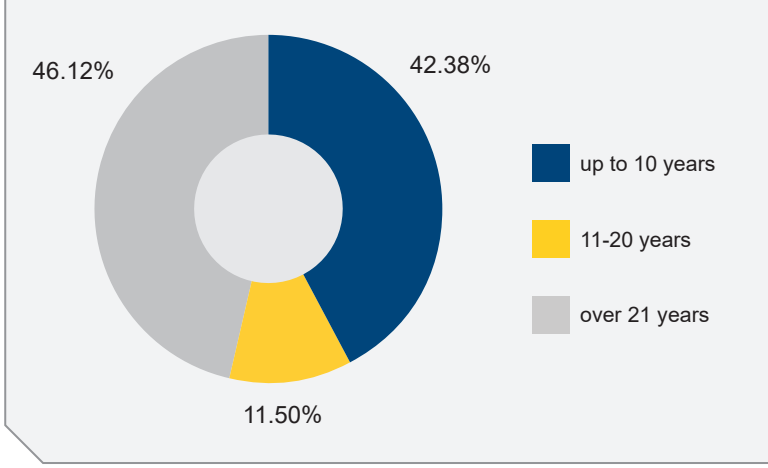


The average length of service at PLK SA as at 31 December 2024 amounted to 20.98 years

Employees with seniority of up to 10 years accounted for 42.38% of the total workforce. Employees with seniority of 11 to 20 years accounted for 11.50% of the total workforce. Employees with seniority of over 21 years constituted the dominant group, accounting for 46.12% of the total workforce.

The structure of employment at PLK SA by education has been steadily improving. In 2024, there was a 0.98% increase in the share of employees with higher education compared to 2023, with a simultaneous decrease in the number of people with secondary, basic vocational and primary education – by a total of 2.56%. This is the result of a deliberate employment policy aimed at attracting highly qualified employees and the Company's further training system.

Employment by seniority according to employment status as at 31 December 2024



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