ANNUAL REPORT 2012

TRADITION TRUST JOURNEYS MOBILITY STABILITY RESPONSIBILITY ROUTES

MODERNISATION DURABILITY

INFRASTRUCTURE

INVESTMENTS SAFETY

ENVIRONMENTAL PROTECTION KNOW HOW PROJECTS TECHNOLOGY STRATEGY



PKP POLSKIE LINIE KOLEJOWE S.A.

The manager of the national railway network

2012 Annual Report of PKP Polskie Linie Kolejowe S.A.

Ladies and Gentlemen,

The year 2012 was immensely important for PKP Polskie Linie Kolejowe S.A. It was the time for introducing changes, taking on new challenges and initiating many processes aimed at optimising the company's operation.

We implemented new methods of company management. By utilising the great competence of our personnel, we can offer safe traffic to rail operators, along with the rail infrastructure whose technical standards are being constantly improved. Last year witnessed accelerated investments and the company restructuring programme, but also efficient passenger services during the UEFA European Football Championship.

Safety is one of our top priorities. We constantly make efforts to improve it, e.g. by personnel training or by building a safety-focused organisational culture. A number of the investments we are implementing will result in further optimisation of railway traffic safety.

By promoting positive examples of behaviour on tracks, we continue our commitment to improving safety at level crossings.

The year 2012 was favourable for investments. Modernisation and renovation works gained momentum. Despite the interruptions caused by the UEFA European Football Championship and a very long winter, we consider last year to be the best one in the history of our company in this respect!

In 2012, we continued the implementation of the company restructuring process. The Voluntary Retirement Programme launched at Polskie Linie Kolejowe S.A. should markedly reduce labour costs, thus improving the company's financial results. At the same time, as part of the staff restructuring initiative, we undertook to reduce the generation gap among the employees. Additionally, we began to introduce modern methods of human resources management.

PLK did a lot to improve the level of passenger service. We now make sure to inform passengers of changes in timetables in advance, we post poster timetables on the Internet, while alternations are made far less frequently.

Our close cooperation with rail operators as part of the Operators' Board is helping us bring a new quality to the organisation of rail transport services in Poland.

Ladies and Gentlemen,

We are well aware of the fact that the steps we took will not produce immediate results. It will be years before their social and economic impact becomes noticeable.

We would like to present you our 2012 Report. I hope you will find it interesting and educational.

Remigiusz Paszkiewicz
President of the Management Board
PKP Polskie Linie Kolejowe S.A.

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Members of the Supervisory Board and Management Board of the Company

Management Board

- **Remigiusz Paszkiewicz**
  President of the Management Board

- **Andrzej Filip Wojciechowski**
  Vice-President of the Management Board – Restructuring Director
- **Andrzej Pawłowski**
  Vice-President of the Management Board – Operations Director
- **Józefa Majerczak**
  Member of the Management Board – Infrastructure Maintenance Director
- **Jacek Kałłaur**
  Member of the Management Board – Human Resources Director
- **Aleksander Wołowiec**
  Member of the Management Board – Investment Director
- **Karol Depczyński**
  Member of the Management Board – Finances and Economics Director

Supervisory Board

- **Arkadiusz Krężel** Chairman of the Supervisory Board
- **Gabriela Popowicz** Secretary to the Supervisory Board
- **Piotr Gebel** Member of the Supervisory Board
- **Piotr Góralewski** Member of the Supervisory Board
- **Irena Marszał** Member of the Supervisory Board
- **Jacek Partyka** Member of the Supervisory Board
- **Wiesław Pełka** Member of the Supervisory Board
- **Ireneusz Piecuch** Member of the Supervisory Board
- **Tomasz Warsza** Member of the Supervisory Board

(as at 31 July 2013)

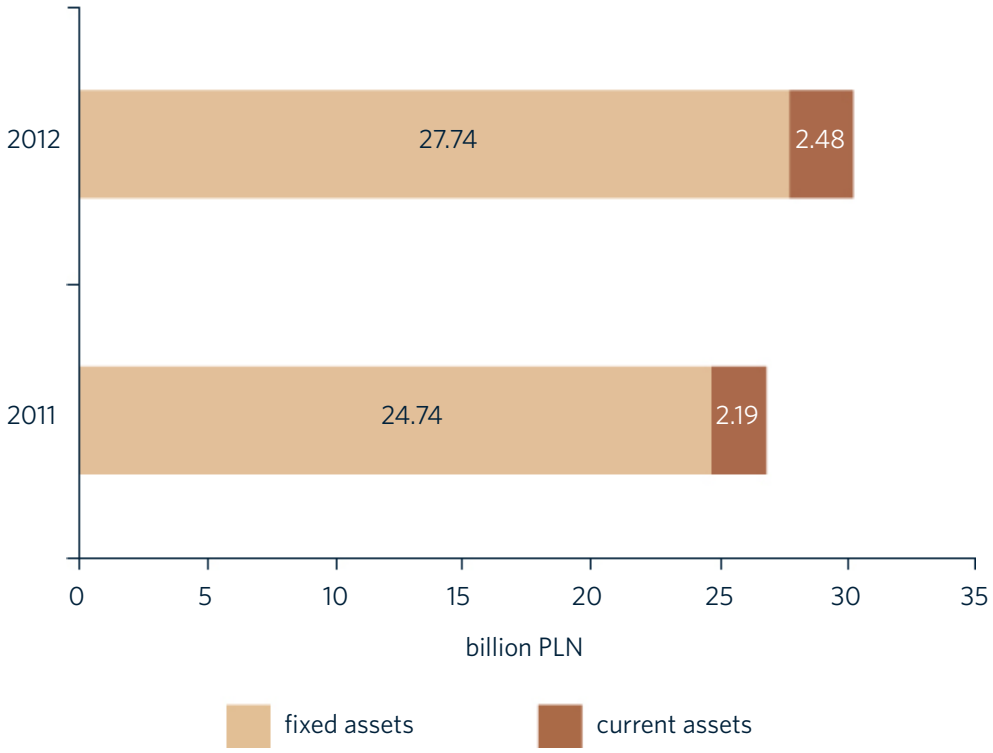
Financial result

The economic and financial situation has been assessed on the basis of the financial reporting as at 31 December 2012.

Company's assets

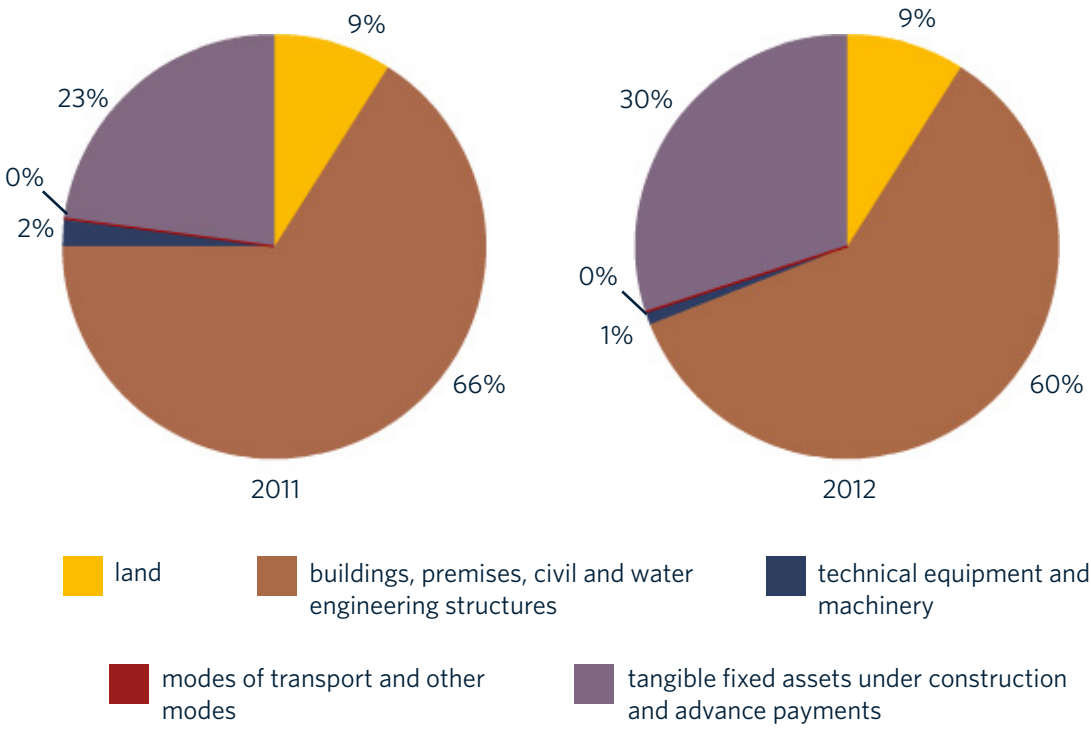
The book value of the assets of PKP Polskie Linie Kolejowe S.A. as at 31 December 2012 amounted to PLN 30 219.6 million and was 12.2% higher than in 2011.

Assets of PKP Polsie Linie Kolejowe S.A. in 2011-2012



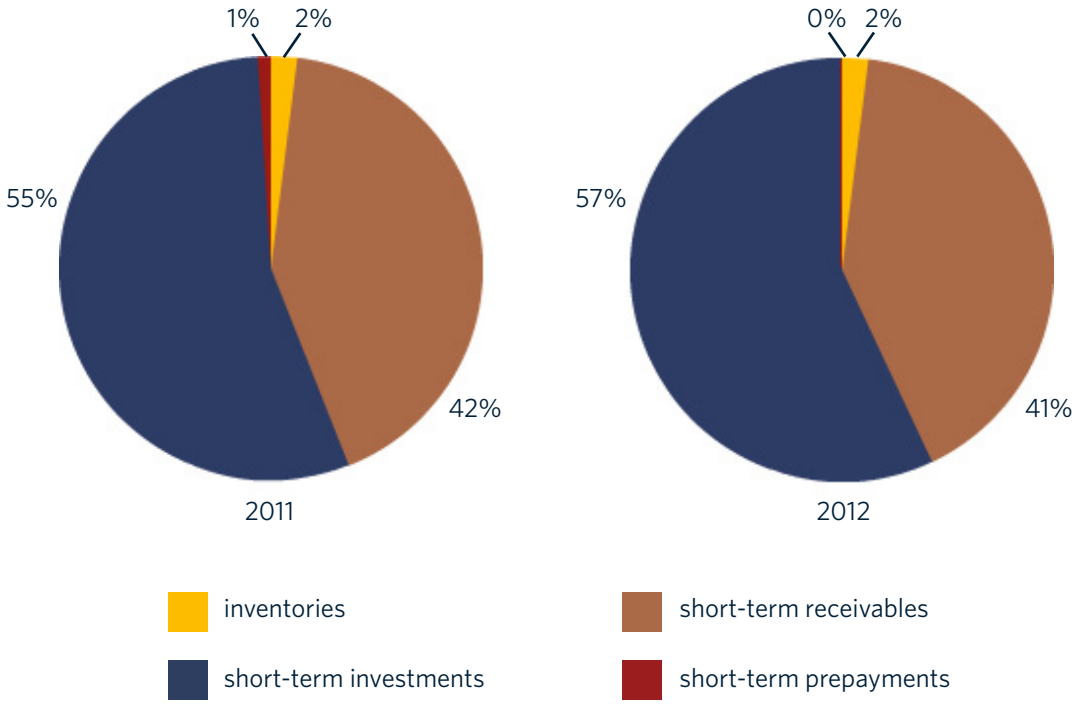
The structure of the Company's assets is typical of railway infrastructure managers, namely it comprises mostly buildings, premises and civil engineering facilities. As in 2011, the fixed assets amounted to approx. 92% of all Company's assets. In the course of the business year, the fixed assets grew by 12% as a result of completed and commissioned investments related to construction of railway lines as well as intensified modernisation works.

Structure of tangible fixed assets in the years 2011-2012



The Company's current assets in 2012 comprised approx. 8% of all assets. In comparison to the year 2011, their book value increased by 13%. This growth was mainly due to the increased level of funds resulting from EU resources which were obtained as part of the EIB loan earmarked for co-financing and pre-financing of railway line modernisation projects.

Structure of current assets in 2011-2012



In 2012, PKP Polskie Linie Kolejowe S.A. held shares (recognised as long-term investments) in the following companies:

- Przedsiębiorstwo Napraw i Utrzymania Infrastruktury Kolejowej w Krakowie Sp. z o.o. (100% of shares in the share capital),
- Dolnośląskie Przedsiębiorstwo Napraw Infrastruktury Komunikacyjnej DOLKOM Sp. z o.o. we Wrocławiu (100% of shares in the share capital),
- Zakład Robót Komunikacyjnych – DOM w Poznaniu Sp. z o.o. (100% of shares in the share capital),
- Pomorskie Przedsiębiorstwo Mechaniczno-Torowe Sp. z o.o. based in Gdańsk (100% of shares in the share capital),
- KOW Sp. z o.o. in Warsaw (55% of shares in the share capital).

As at 31 December 2012, the balance sheet value of the assets referred to above amounted to PLN 115.6 million.

The maintenance and repair companies constitute a necessary support for PKP Polskie Linie Kolejowe S.A. in order to:

- maintain the required technical condition of tracks,
- perform modernisation and replacement investments related to railway stations and railway routes,
- respond rapidly to the necessity of performing construction works in emergency situations.

KOW Sp. z o.o. (since 14 January 2013 the company's new name has been "KOW media & marketing Sp. z o.o.") creates a range of opportunities in the area of promoting investment undertakings and other current developments related to the business of PKP Polskie Linie Kolejowe S.A. This is accomplished by organising conferences and other events related to the railway industry, as well as by issuing industry magazines.

Sources of assets funding

Sources of funding of the assets of PKP Polskie Linie Kolejowe S.A. in the years 2011-2012

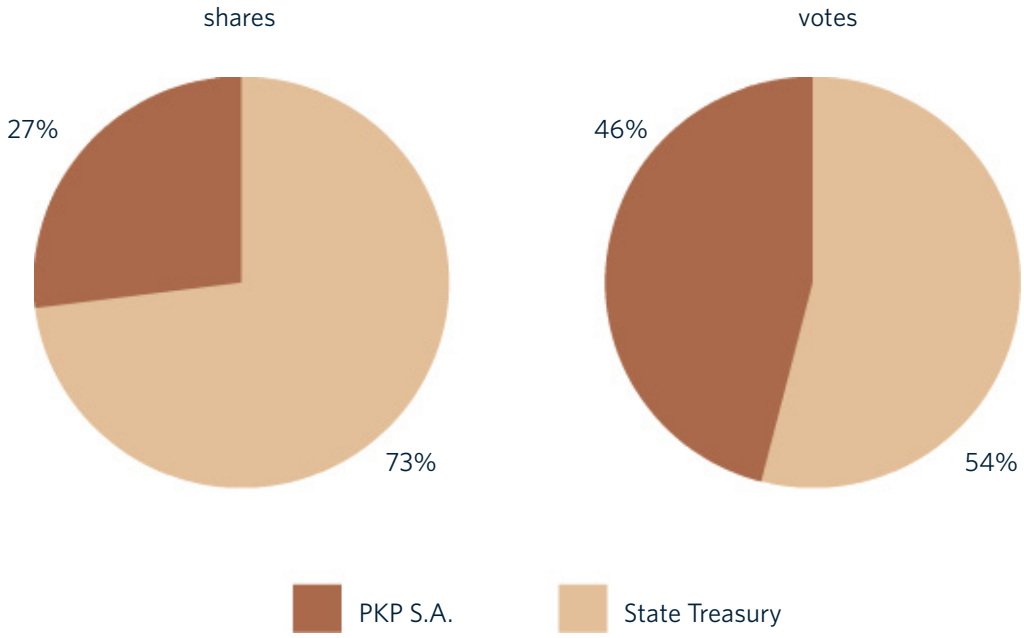


Equity

In 2012, the equity amounted to approx. 30% of the Company's assets; in comparison to 2011 it grew by 5%. The equity was raised on 23 October 2012 to the amount of PLN 14 211.5 million to include the state budget expenditure transferred in 2011 to support financially the railway lines of national importance.

The excess of cash contribution over the nominal value of shares was earmarked for reserve capital, which amounted to PLN 4.3 thousand at the end of the business year.

Ownership structure (shares vs. votes)
(as at 31 December 2012)

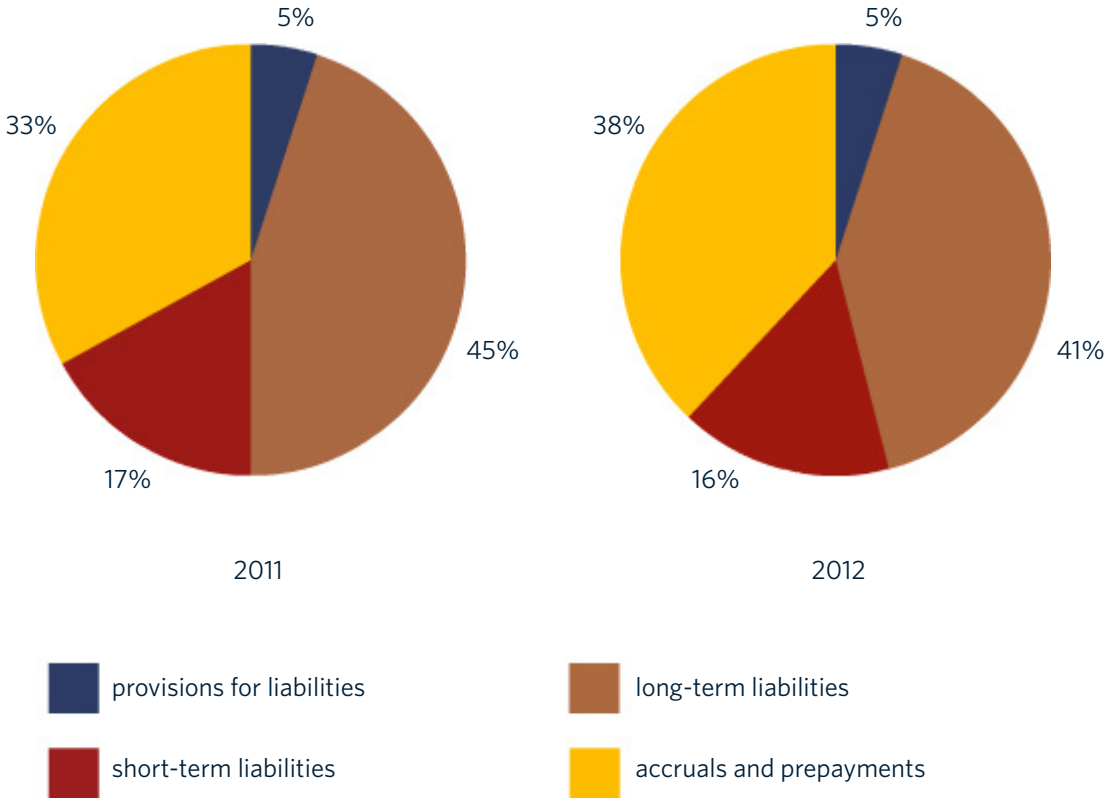


External capital

In 2012, as in the previous years, the main source of financing of the assets of PKP Polskie Linie Kolejowe S.A. was external capitals.

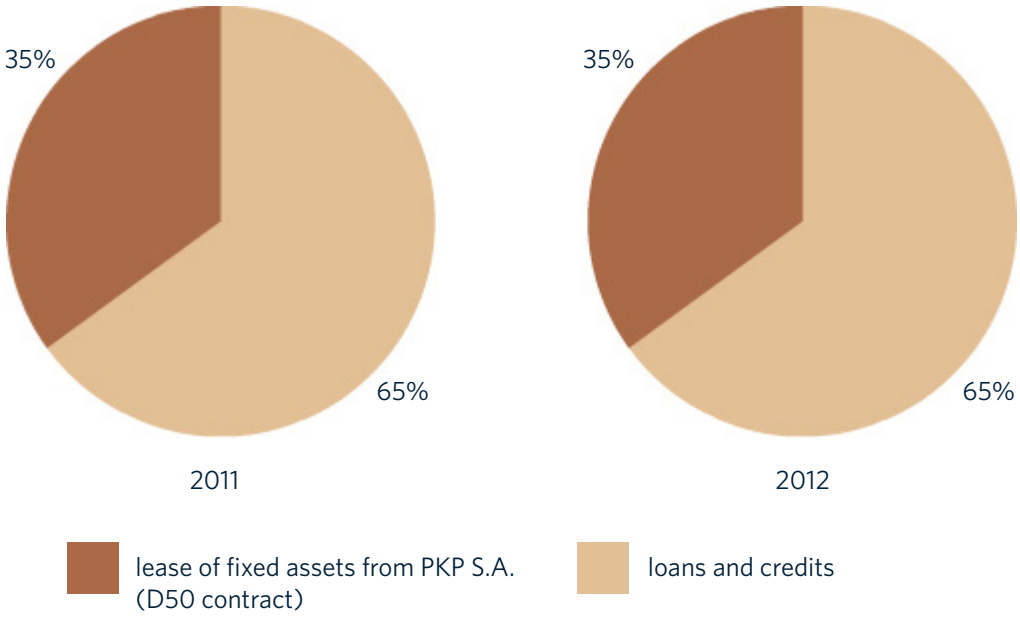
In comparison to 2011, the share of external capital in financing of the Company's assets increased by approx. 2% in 2012. Long-term prepayments demonstrated the highest growth – due to the funds received from the EU and Railway Fund to cover the costs of fixed assets construction. Moreover, a major increase was recorded in long-term liabilities due to the investment loans that had been taken out to co-finance and pre-finance modernisation of railway lines. The external capital structure is presented in chart.

Structure of external capital in 2011-2012



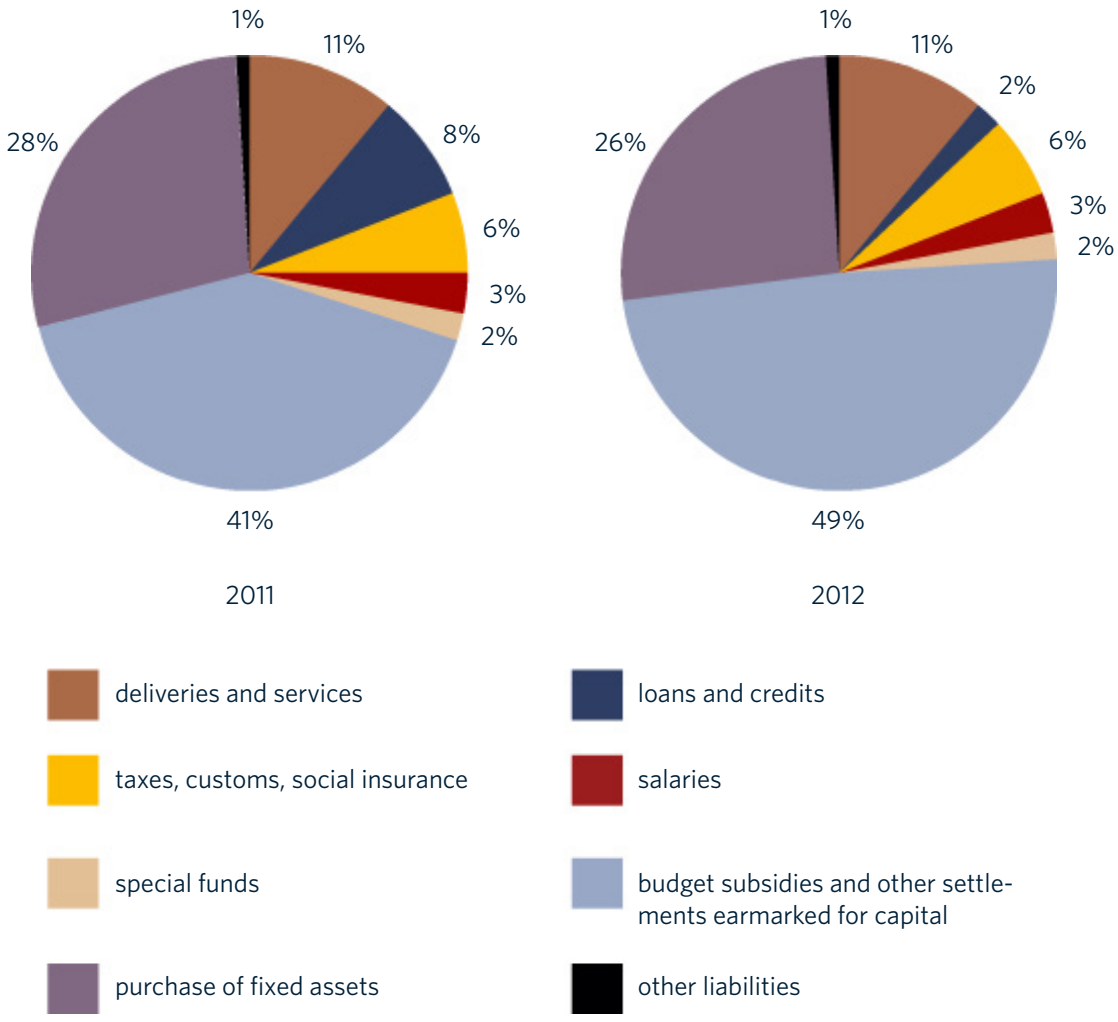
As at 31 December 2012, long-term liabilities amounted to PLN 8 623.6 million. Approx. 65% of them were the liabilities incurred under the contract concluded with PKP S.A. in 2001 for the use of railway lines and other real estate necessary to manage railway lines in return for payments (contract D50-KN-1L/01).

Structure of long-term liabilities in 2011-2012



Short-term liabilities as at the end of 2012 amounted to PLN 3 347.5 million and were higher by approx. 10% when compared to the previous year. The increase was the result of receiving the grant for the modernisation of railway lines of national importance and waiting for the raise in equity to be registered in the National Court Register.

Structure of short-term liabilities in 2011-2012



Economic-financial results

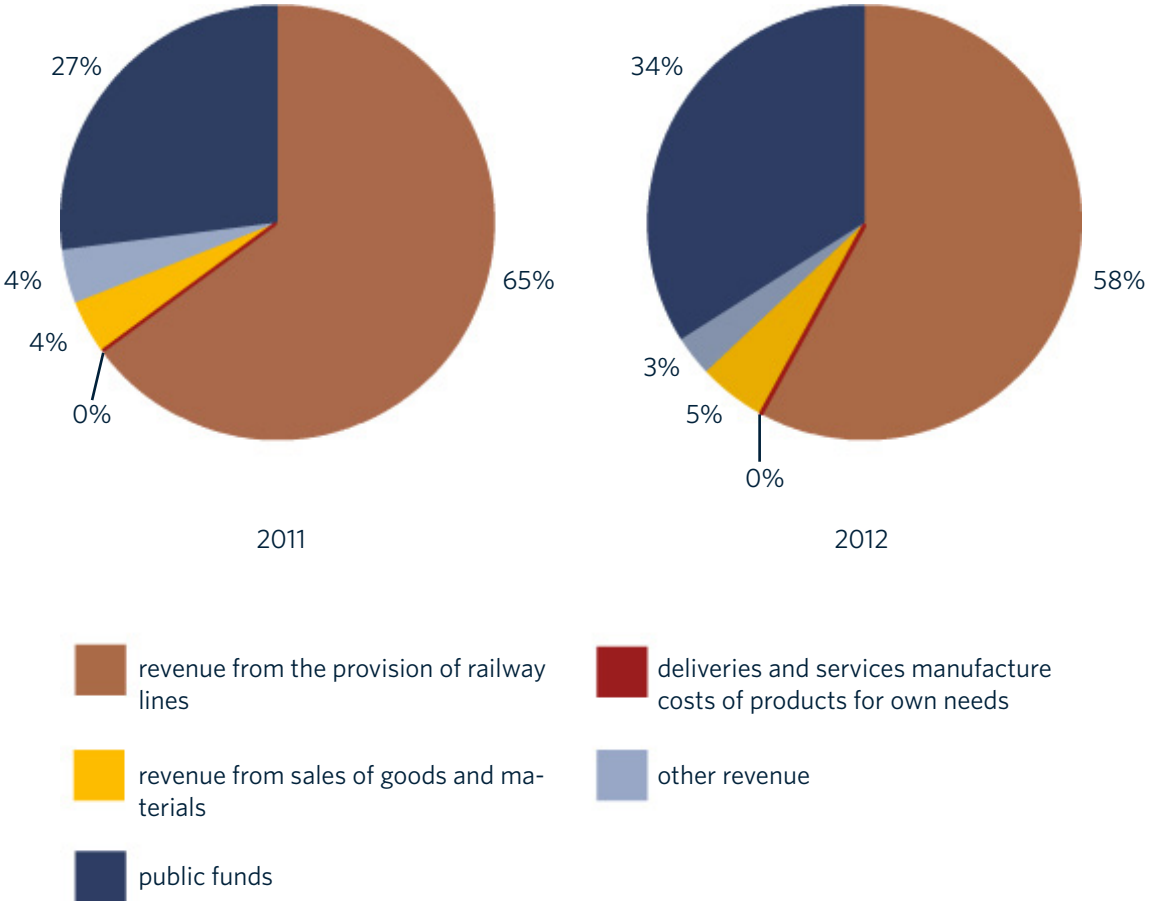
Financial results of the economic activity
of PKP Polskie Linie Kolejowe S.A.

Specification	Performance (PLN million)		Difference 2012 vs. 2011	
	2012	2011	value	%
Sales revenue and equivalent	4 250.9	4 105.9	145.0	3.5
Operating costs	5 083.9	4 632.3	451.7	9.8
Profit/loss on sales	-833.0	-526.4	-306.7	58.3
Other operating revenue	353.4	357.5	-4.1	-1.2
Other operating costs	357.2	361.3	-4.1	-1.1
Profit/loss on other operating activities	-3.8	-3.8	0.0	0.0
Profit/loss on operating activities	-836.8	-530.1	-306.7	57.8
Financial revenue	121.0	46.4	74.5	160.5
Financial costs	32.1	114.5	-82.4	-72.0
Profit/loss on financial operations	88.9	-68.1	157.0	-230.6
Net result	-747.9	-598.2	-149.7	25.0

The amount of loss was greatly affected by the costs which are not included in the calculation of charges for the access to railway infrastructure. They are, among others, the costs of depreciation of the fixed assets covered from non-refundable sources (funds: European Union, Railway Fund, local government units, state budget grants given to cover the costs of investment tasks), which are much higher as a result of a major growth of the outlays related to railway infrastructure investments being implemented. Taking into account the high value of fixed assets and the costs of their depreciation, once that cost was deducted, the financial result from business operations would be positive amounting to PLN 199 million.

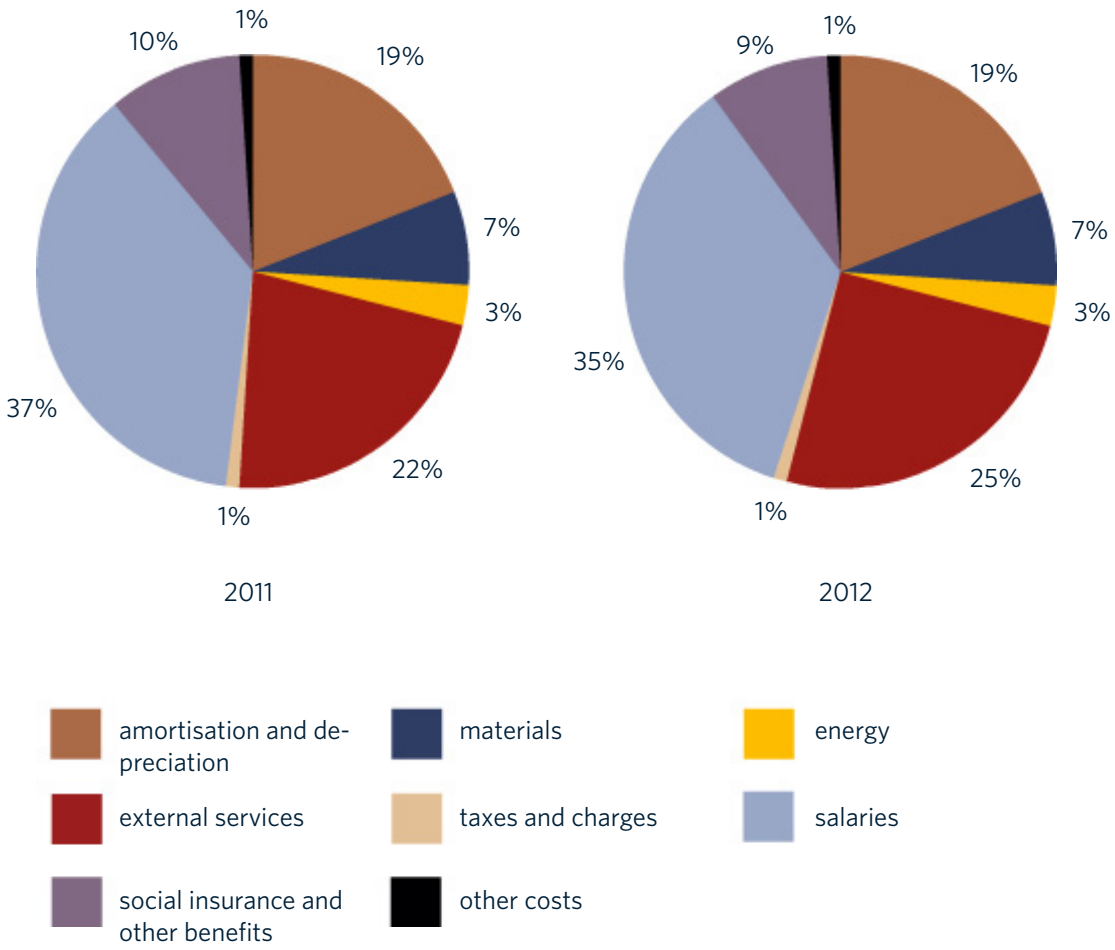
In 2012, the Company's business revenue amounted to PLN 4 725.2 million and it covered the costs it incurred in approx. 86%. The highest position in the total revenue was held by sales revenue and equivalent, including the revenue from making railway lines available to licensed passenger and freight operators, which amounted to PLN 2 437 million. In comparison to 2011, the revenue from rendering access to railway lines was lower by approx. 8%. This was caused by the drop in traffic performance by 10.5 million train-km and the decrease applied primarily to freight operators.

Sales revenue and equivalent in 2011-2012



In 2012, as a result of the Company's day-to-day activities, the incurred expenses amounted to PLN 5 473.2 million, i.e. 7% more than in the preceding year. Approximately 42% of the expenses comprised labour costs.

Structure of expenses by type in 2011-2012



The increase in the operating expenses in 2012, when compared to 2011, was demonstrated in the following items:

- depreciation – as a result of settling greater values of investment tasks,
- consumption of materials – as a result of more intensive performance of maintenance and repair works, emergency purchases pertaining to the road industry as well as automatics and telecommunications, as well as due to the increase in the prices of track surface materials,
- external services – as a result of implementation of more tasks related to the elimination of speed limits on railway lines and commissioning the development of experts' opinions, studies and consultations related to the restructuring programme in the Company, as well as due to the need to have law firms engaged in a much greater scope,
- taxes and fees – as a result of the increase in the amount of fixed assets (real property),
- payroll – as a result of:
  - » increase in salaries of the employees who receive their remunerations under the Corporate Collective Labour Agreement (since 1 June 2012),
  - » implementation in Q4 2012 of the Voluntary Redundancy Programme and the payment of additional one-time redundancy pays.

In 2012, on the basis of the performed ratio analysis, it was found that despite the difficult financial situation the Company managed to meet its trading liabilities and it paid on time its remuneration-related liabilities as well as statutory liabilities. Productivity increased as well with sales revenue per one employee amounting to PLN 107 900, i.e. PLN 4 200 more than in 2011. The cycle of trade receivables was shortened by 12 days.

The current financial situation was affected by such factors as:

- drop in freight transport,
- delays in contractors' payments,
- delays in payments from the public finances domain,
- intensive investment programme.

The Company's current liquidity was encumbered with the need to pre-finance investment outlays from own resources, before refunds were obtained from the target sources of funding. The expenses incurred by the Company to cover the projects were reimbursed from the OPI&E and Railway Fund resources after the expected time.

In comparison to 2011, the time for settling current liabilities was extended by 23 days on average, while the time for settling trading receivables – by 5 days on average.

In 2012, the Company actively participated in social campaigns promoting, e.g., improvement of safety on level crossings and the construction of a communication platform between the participants of investment processes (exchange of experiences), the effect of which may be a formation of new consortia to perform work on railway lines.

In 2012, the Management of PKP Polskie Linie Kolejowe S.A. continued the restructuring process of the Company.

The restructuring plan covers the following areas:

- optimisation of the network and costs of traffic operation,
- maintenance and repairs of the railway infrastructure,
- purchases,
- optimisation of employment,
- organisational changes.

The optimisation of the network is to involve approx. one thousand of non-profitable railway lines which are of no or very little interest to the operators. A detailed analysis is being carried out of the area of traffic control and the possibility to introduce more automatic solutions to enhance safety on railway lines. As a result, the personnel costs of traffic control will be lower.

In September 2012, the process of deliveries and purchases centralisation commenced in the Company. The utilisation of modern tools (purchasing platform) and the massive scale of purchases will significantly reduce the Company's operating expenses. The strategy of the PKP Capital Group comprises the activities aiming at integration of the purchases area within the entire Group, taking into account joint planning of purchases within the selected categories of purchases, standardisation of product ranges in these categories and conducting common purchasing procedures. By leveraging the purchasing power of the PKP Group, it will be possible to obtain greater financial advantages.

The Voluntary Redundancies Programme implemented in the PKP Polskie Linie Kolejowe S.A. Company assumes that by the end of 2015 approximately 4 500 jobs will be eliminated. This way the Company's financial results will improve. At the same time, as part of employment restructuring, the Company's Management Board took actions in order to balance the generation gap among the staff. This has been achieved by establishing cooperation with high schools and colleges the goal of which is to produce specialised technical and operational staff (educated in railway transport). Additionally, globally recognised methods of human resources management, i.e. project management, management by objectives and comprehensive employee assessment, were implemented.

The development and introduction of the restructuring programme comprises a period of 3-5 years. The process of restructuring certain areas is a continuous process, while the economic and financial effects will be distributed over the next few years. The savings generated through these efforts will be earmarked by the Management Board of PKP Polskie Linie Kolejowe S.A. for enhancing safety and technical condition of railway infrastructure.

Train path sales

The PKP Polskie Linie Kolejowe S.A. Company is the railway infrastructure manager rendering it accessible on the basis of contracts concluded with licensed railway operators, following the principle of equal treatment. Granting access is compliant with the provisions of the act on railway transport and the regulation of the Minister of Infrastructure on conditions for access and use of railway infrastructure.

The basic product of PKP Polskie Linie Kolejowe S.A. is the timetable sold as a train route as requested by a railway operator. In 2012, our clients completed in total 2 396 881 train runs, also on the basis of:

- Annual Timetable developed taking into account operators' requests. It is updated during its validity on specific dates – 1 755 990 train runs,
- Individual Timetable developed by PKP Polskie Linie Kolejowe S.A. when free throughput is available, following an operator's request for allocating a train route – 624 835 train rides,
- PLK Catalogue in accordance with the parameters adopted by the railway infrastructure manager – 16 056 train runs.

In 2012, the Company rendered services to 67 operators, including 13 passenger operators, 50 freight operators, and 4 in both types of transport. Three new clients began to render transport services on the network managed by PKP Polskie Linie Kolejowe S.A.

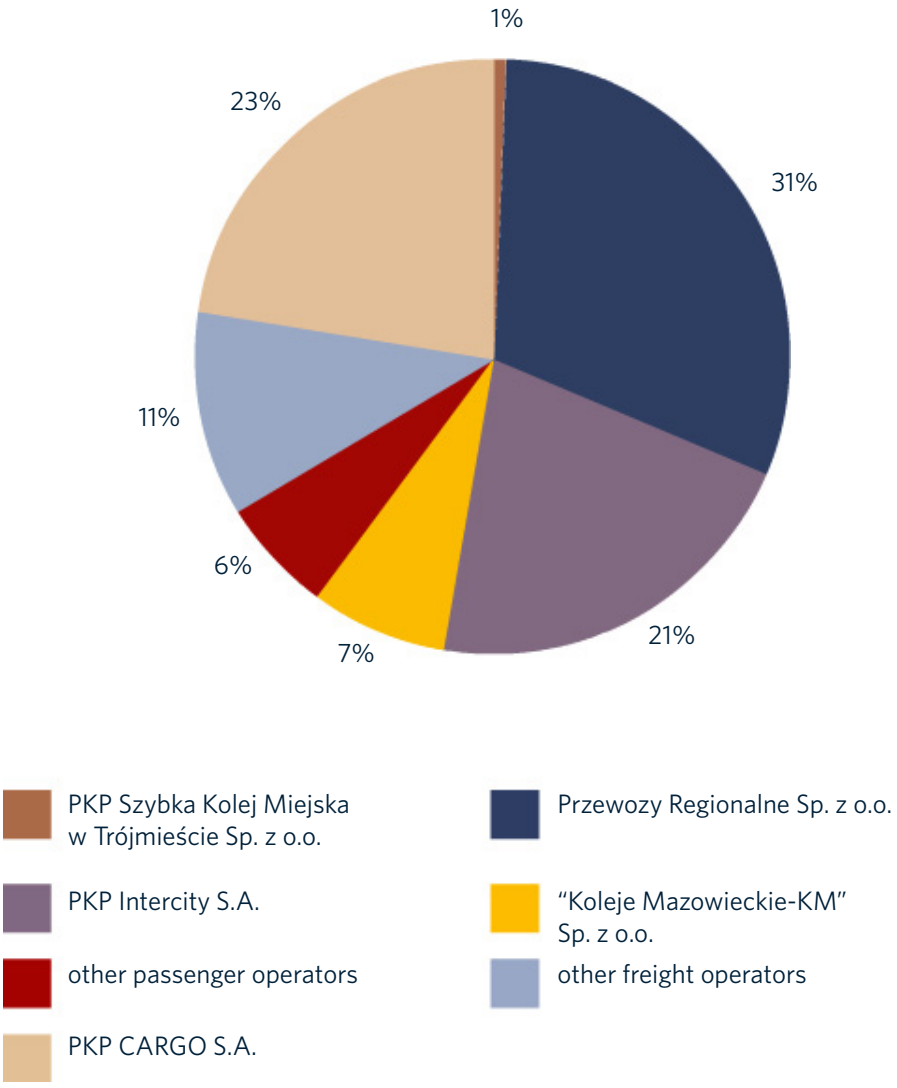
The volume of services provided as part of rendering access to railway lines is measured in operational performance expressed in train-kilometres [train-km]. In 2012, the result of 215 million train-km was achieved, including 142.59 million train-km in passenger services and 72.41 million train-km in freight services.

In 2012, the Company recorded:

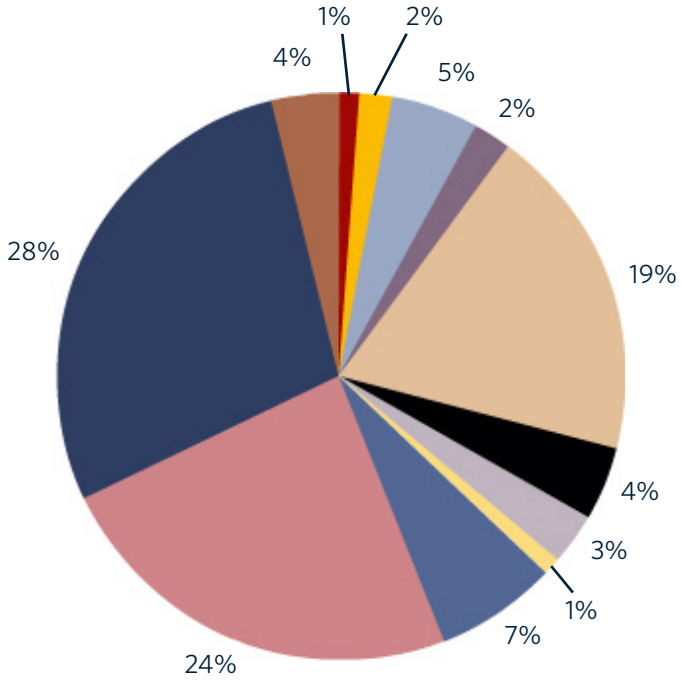
- a 4.68% decrease in the total amount of operational performance realised by the clients versus 2011, including a 12.49% drop in freight transport, a slight (0.15%) drop in passenger transport (freight operators were affected by the economic slump, but also transport volumes plummeted once all the infrastructure investments connected with UEFA EURO 2012 were completed),
- an increase in the share of freight operators from outside PKP Group in the operational performance across the entire freight segment – from 28.63% in 2011 to 32.3% in 2012.

The structure of operational performance in 2012, by operators and train types, is presented on the diagrams below.

Structure of operational performance in 2012 – by operators



Structure of operational performance in 2012 – by train types



- other trains
- maintenance-repair trains
- individual railway vehicles
- return freight trains - TK
- bulk freight trains - TM, TG
- non-bulk freight trains - TL, TN, TR
- intermodal freight trainse - TC, TD
- priority and fast freight trains - TP, TA, TB
- railbuses
- regional passenger trains
- interregional passenger trains
- passenger trains - EuroCity, Euro-Night, Ekspresowy InterCity

Infrastructure

Automation and Telecommunications

Relay and mechanical systems of railway traffic management are still in use on the majority of railway lines managed by PKP Polskie Linie Kolejowe S.A.

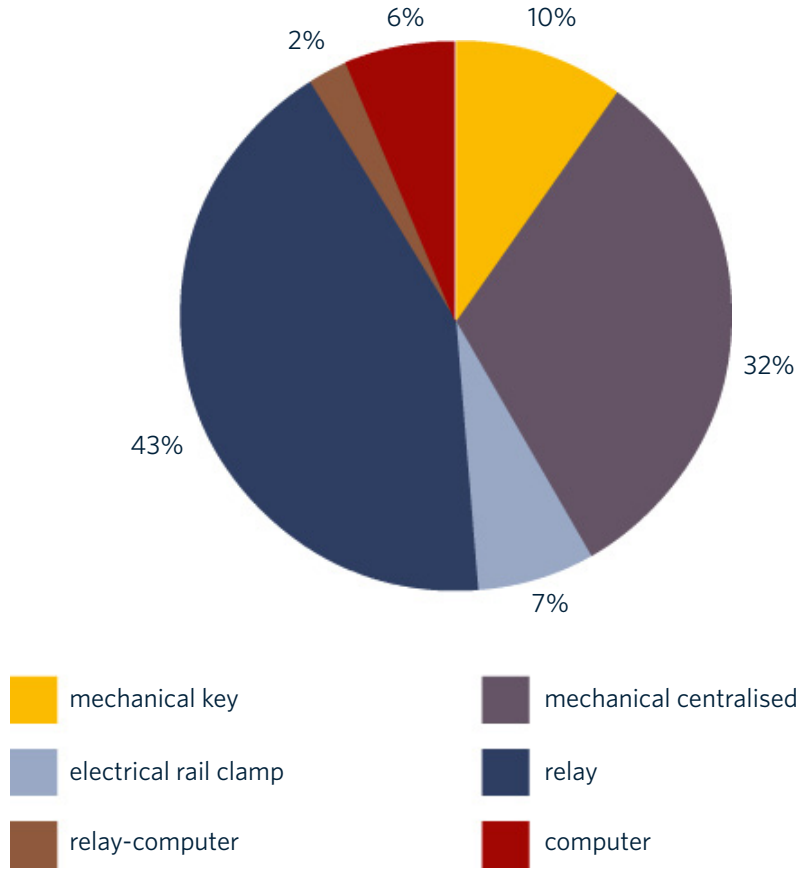
However, a dynamic development of computer technologies and their wide application in automation and control systems facilitate the use of many new railway traffic control solutions and devices based on advanced micro-processor technologies. The latest generation of such devices comprises computer and relay-computer systems, which are a combination of cutting-edge solutions, reliability and a very high level of traffic safety. Computer railway traffic management systems have been installed in 126 switch circles and they control 3 018 points and 3 557 traffic signals. Remote control devices cover 986 km of railway lines and 91 railway stations, where 26 remote railway traffic control centres make sure that trains operate safely.

Computer technologies have dominated traffic control devices on railway crossings, too. Also in this case, the devices are controlled by micro-processors and they feature auto-diagnostic systems and systems for recording all operational events. In addition, they are capable of full control over the operation of the entire system. So far 902 sets of these cutting-edge solutions have been installed on the level crossings managed by PKP Polskie Linie Kolejowe S.A.

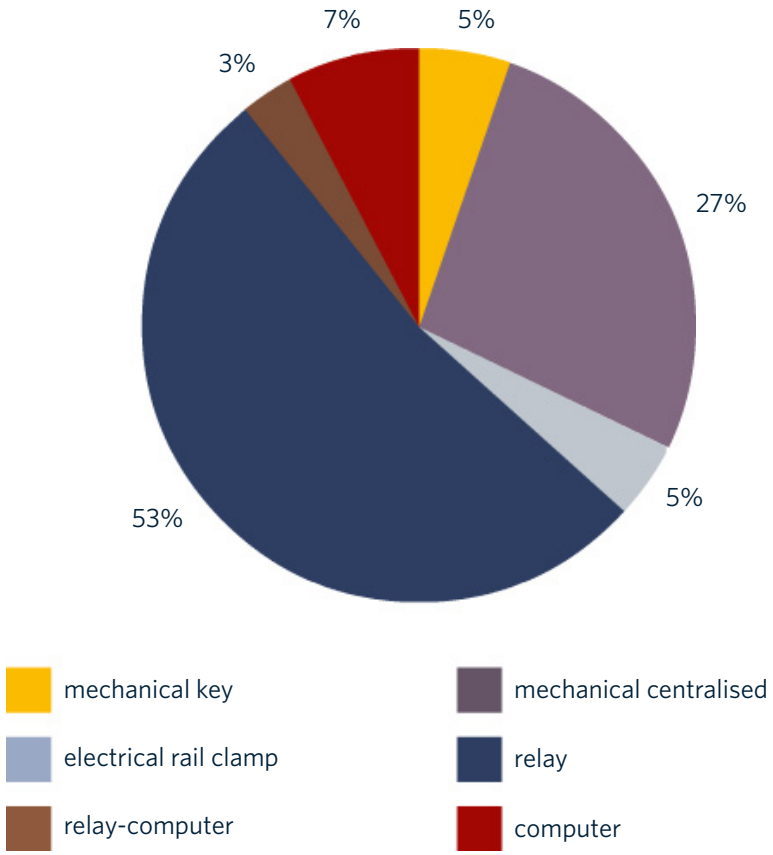
Safety of trains running between particular railway stations is provided by block signalling systems. They have been installed on 15 239 km of railway lines, of which 12 372 km are equipped with one section block system, 2 912 km – with automatic multiple section block system, of which 661 km now have ultra-modern computer block systems.

The direction of actions that should be taken to ensure the highest level of safety of train traffic is development and wide application of rolling stock breakdown detection systems. Already at this point, approximately 182 sets of such devices have been installed on main transport routes, near large rail nodes. Such detection devices can remotely identify and warn of possible occurrences of such an emergency rolling stock condition that could cause a railway accident. In addition, the devices ensure comfort of travelling for passengers, minimise deterioration of the technical condition of railway tracks and they support rolling stock maintenance.

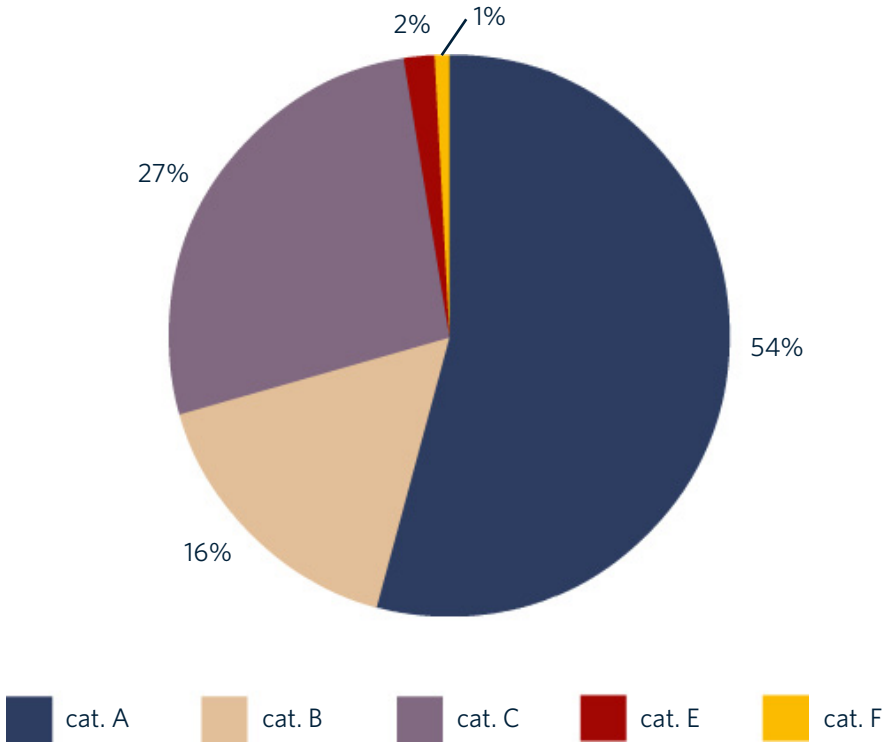
Dependant points in particular types of station traffic control devices



Signalling devices controlled by various station traffic control devices



Division of level crossings with traffic protection devices into categories



The year 2012 saw the continuation of pro-development actions with respect to the implementation of modern systems of railway traffic control. Cooperation with the manufacturers of railway traffic control solutions and research units resulted in obtaining a permit to operate as many as sixteen new types of railway traffic control devices and systems on the railway lines managed by PKP Polskie Linie Kolejowe S.A. Among them there are three systems of modern railway station devices utilising computer technologies and dedicated to railway lines of small traffic. They are: MOR-3E system manufactured by Zakłady Automatyki KOMBUD in Radom, SEL-1 manufactured by Bombardier Transportation (ZWUS) in Katowice, ISKRA manufactured by ELESTER-PKP in Łódź and remote control system MOR-2lcsr manufactured by Zakłady Automatyki KOMBUD in Radom. The introduction of these system facilitates remote management, monitoring and tracking of train traffic. In addition, the systems can monitor the efficiency of particular devices, keep traffic documentation automatically and cooperate with passenger information systems.

In 2012, PKP Polskie Linie Kolejowe S.A. continued their work on the implementation of the modern LED technology into railway signalling systems. As part of this undertaking, prototypes of LED-based indicators were developed and for the first time they featured a function of automatic, smooth adjusting of screen signal contrast and brightness.

PKP Polskie Linie Kolejowe S.A., being an entity responsible for the implementation of ERTMS (European Rail Traffic Management System) in Poland, is implementing

investment projects which introduce ETCS (European Train Control System) and GSM-R (GSM for Railways) systems on Polish railways; the projects are co-funded by the European Union as part of POIiŚ (Operational Programme Infrastructure & Environment) and TEN-T (Trans-European Transport Networks) programme. Implementation of these projects will contribute to a higher level of railway traffic safety.

Overhead traction network and power devices of the infrastructure

Electrical power devices managed by PKP Polskie Linie Kolejowe S.A.
(as at 31 December 2012)

Specification	Unit of measurement	Years	
		2011	2012
Devices of the overhead line system			
length of electrified railway lines	km	11 782	11 782
length of the overhead line system	tkm	24 935	24 914
disconnectors of the overhead line system	item	20 166	20 065
including controlled disconnectors	item	13 299	13 213
3 kV DC devices			
traction substations/sectional cabins – owned	item	11	11
traction substations/sectional cabins – co-owned	item	25	26
Electric heating of turnouts devices (eor)			
single turnouts	item	29 600	30 322
Lighting equipment of railway lines and electrical installations in infrastructure structures			
outdoor lighting installations	item	189 990	189 560
installation points and indoor lighting	item	186 378	189 034
MV distribution lines			
lineside power supply lines	km	369	387

Assessment of technical condition of electrical power devices

In order to manage power devices used by PKP Polskie Linie Kolejowe S.A. better and more effectively, assessment criteria have been introduced with a four-point scale based on the period of their operation:
The period of 30 years of operation has been adopted for power devices.

Good condition – this grade is given to devices which meet the following criteria:

- 50% of the forecast operation period has not been exceeded,
- devices have technical and operational parameters complaint with the standards and requirements set for equipment of such type,
- devices do not require renovation, with the exception of repairs resulting from the standard wear and tear caused by operation (e.g. contact wires).

Satisfactory condition – this grade is given to devices which meet the following criteria:

- 50% to 100% of the forecast operation period has been reached,
- devices have technical and operational parameters complaint with the standards and requirements set for the equipment of such type,
- devices require replacement of obsolete components as part of scheduled repairs/renovations (e.g. contact wire, isolators).

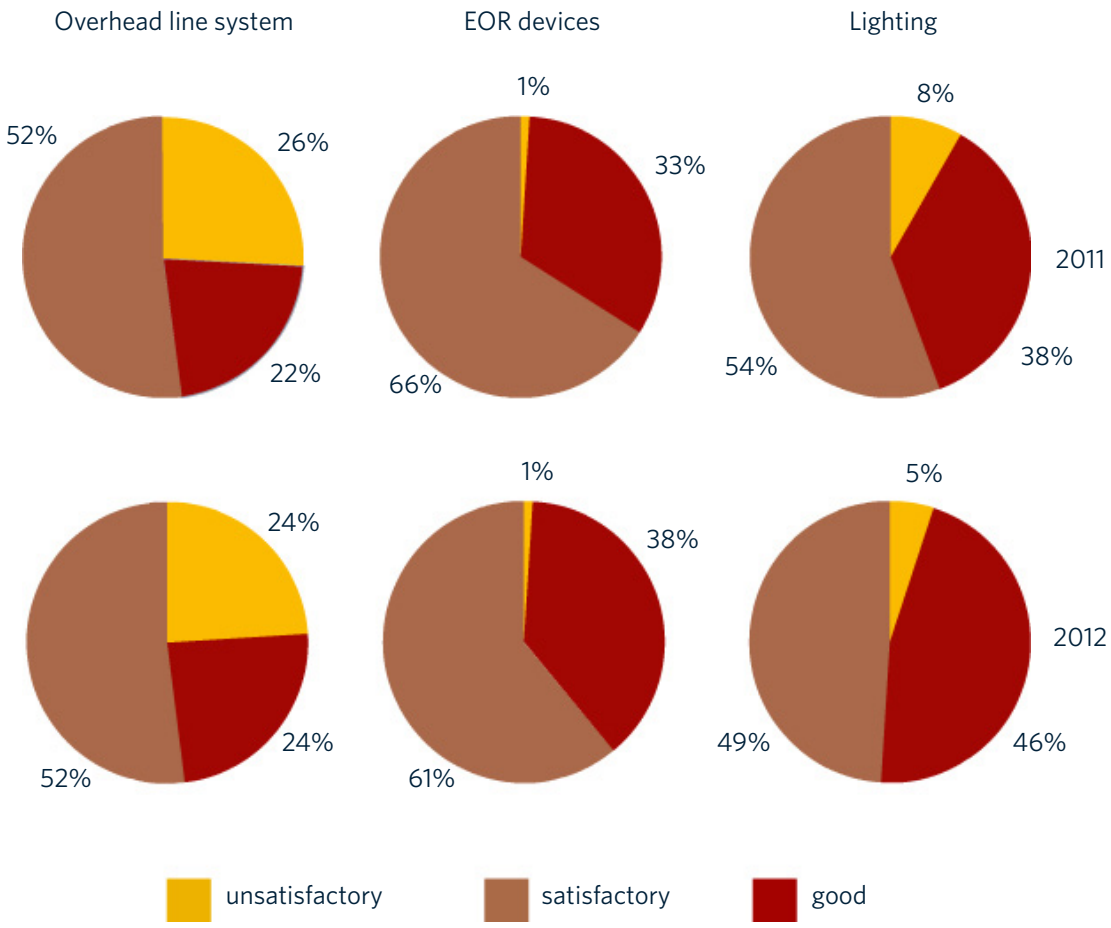
Unsatisfactory condition – this grade is given to devices which meet the following criteria:

- exceeded period of forecast operation,
- technical condition of the devices permits their safe operation,
- devices require comprehensive renovation or modernisation.

Inadequate condition – this grade is given to devices which meet the following criteria:

- being severely worn, the deceives do not meet the required technical and operational parameters,
- due to the threat of breakdown and safety concerns, such devices should be withdrawn from operation.

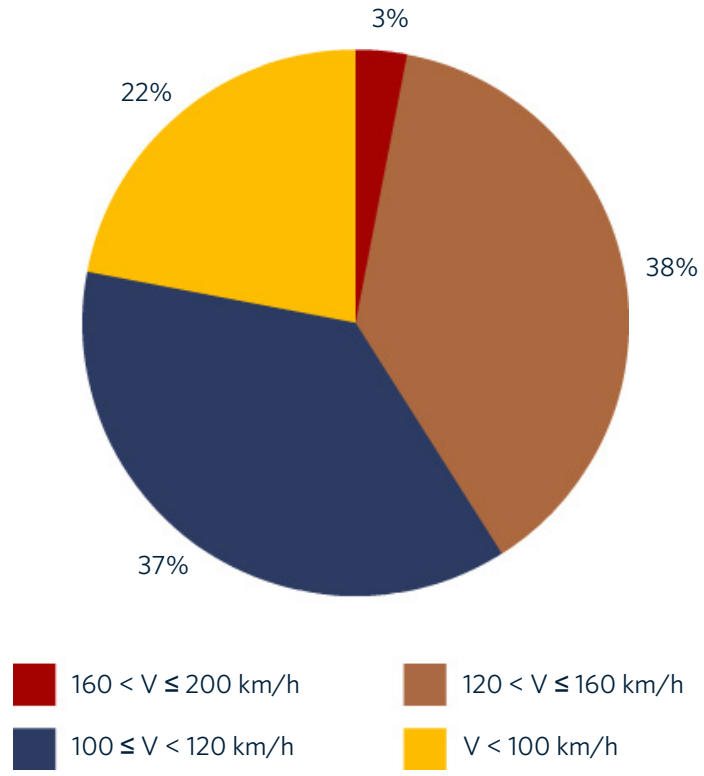
Assessment of technical condition of electrical power devices



The above diagrams clearly suggest that in 2012 – due to the ongoing repair and modernisation work – the technical condition of power devices began to improve.

Overhead line network

Division of the overhead line system depending on acceptable speeds



Of the total number of 24 914 tkm of the overhead line system, approx. 6 000 tkm have been in services shorter than 15 years, approx. 12 800 tkm have been in use for 16-30 years, and 6 000 – more than 30 years.

As part of investment projects, the overhead line system is being comprehensively modernised on trans-European corridors E20, E30, E59, C-E59, E65. On the remaining railway lines renovation work is being carried out, comprising the replacement of worn contact wires, support cables, isolators and worn supporting structures on main tracks.

As part of preparation for the introduction of AC 25 kV 50 Hz overhead line power supply in Poland, an analysis and verification have been carried out of the documentation developed as part of the subsequent work stage. The aim of this is to build a test section powered with alternating current. In addition, conceptual designs of traction substation and overhead lines were developed for the speeds of 250 km/h and 350 km/h.

The Railway Institute conducted tests of the 2C120-2C-3 overhead line system at a speed of 220 km/h on the Main Trunk Line (CMK) on the Psary - Góra Włodawska section. The tests had a positive result.

Two new types of supporting structures for the overhead line system were tested and implemented:

- concrete round plus the equipment,
- steel, light made of closed steel section plus the equipment.

In order to improve safety of train traffic, in 2012 a field study of fire and safety protection systems equipped with varistor limiters was conducted. A positive assessment of the products subject to test operation will help expand the market offer when purchasing materials and devices used during renovation and modernisation work on power supply infrastructure.

In addition, supervised operation of the pantograph control station was carried out. The function of such a station is to monitor the technical condition of pantographs during train rides in selected areas of railway lines as well as vehicle identification. Positive results of the supervised operations should facilitate making decision about the installation of a greater number of such stations, which in turn should result in reducing the number of overhead line system breakdowns.

In the case of approx. 7 000 km of lines, technical parameters of the power supply system and overhead line system were analysed against the requirements of TSI ENE CR on the railway lines managed by PKP Polskie Linie Kolejowe S.A.

Non-traction power supply systems

Year 2012 witnessed another reduction in power consumption by PKP Polskie Linie Kolejowe S.A. achieved through equipping the electric heating devices on turnouts with automatic weather stations.

Furthermore, the system of central monitoring and control of electric heating devices at turnouts – SMUE – expanded its coverage. The monitoring facilitates exercising supervision over the operation of electric heating devices at turnouts and their efficient utilisation which contributes to reduced consumption of electricity and diminishing it roles as a cost in the company outlays structure.

The programme of external lighting fixtures and posts launched a few years ago was continued in 2012 (under the programme 10 000 of lighting fixtures and more than 3 000 post where replaced). This activity will provide better lighting of railway areas and – as it was the case with turnout heating devices – it will bring about limited power consumption.

In 2012, 206 modern lighting controllers were purchased, capable of precise regulation of lighting depending on light intensity and programmed on/off times. The controllers can be remotely controlled and monitored using GMS communication solution, based on the SMUE system.

In order to reduce electricity consumption in rooms with electric heating, a number of automatic heating control devices were bought and installed in selected buildings. These devices will maintain required temperature in rooms, making it impossible for the personnel to activate heating in unjustified cases.

Safety

PKP Polskie Linie Kolejowe S.A. take a number of actions aiming at the most effective implementation of one of the priority assumptions of the Company's mission and vision, namely ensuring railway traffic safety. This is being accomplished by a cohesive implementation of precautionary tasks under the "Programme for improving railway traffic safety for 2012" and by taking into account the current threats. Of the actions that have been taken so far the following are noteworthy:

Actions with respect to organisational matters:

- social campaigns (recognised in the whole of Poland) "A safe railway crossing – Stop and live!" and "Zero tolerance for crossing tracks in forbidden places",
- raising awareness and culture of safety among the Company staff ("10 Commandments of the Employee", instructional films for traffic controllers, instructional and informational posters),
- improvement of communication and flow of information that is significant for railway traffic safety between the participants in the transport process,
- implementation and continuous improvement of the safety management system,
- monitoring of train traffic safety.

Actions with respect to employment matters:

- keeping a high level of professional discipline and required qualifications of employees directly involved in ensuring railway traffic safety,
- following internal codes of conduct with respect to sobriety control and work discipline,
- trainings for traffic controllers with respect to working in stressful situations.

Actions with respect to technical matters:

- cooperation with the manufacturers of infrastructure devices on introducing new technologies, design changes an additional protective measures to prevent or reduce theft rate,
- cooperation with the Railway Guards, Police, PKP Polskie Linie Kolejowe S.A. plants, State Trade Inspectorate and tax offices on controlling scrap yards,
- continuous efforts towards securing elements of railway infrastructure from thefts by installing protection and alarm systems in the already existing railway infrastructure structures particularly exposed to acts of theft and devastation,
- continuous efforts towards adjusting railway crossing signalling devices to the requirements set in the Regulation of the Minister of Infrastructure of 3 July

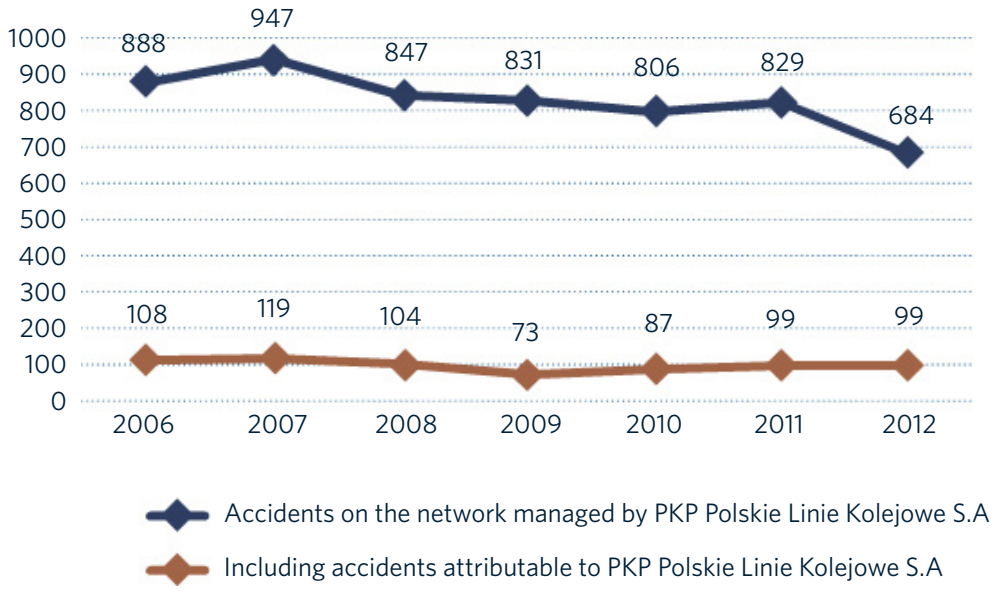
2003 on particular technical requirements for road signs and signals as well as road traffic safety devices and requirements for placing them on roads (Dz. U. – Journal of Laws, No. 220, item 2181 of 23 December 2003), namely replacement of old types of road signals, equipping all gate arms at level crossings with retroreflectors, equipping all old gate arms at level crossings with certified reflective film,

- elimination of threats which necessitate introducing speed limits for trains.

Accidents on the network managed by PKP Polskie Linie Kolejowe S.A. in 2012

In 2012, in comparison to the previous years, a significant drop in the general number of accidents was recorded on the railway lines managed by PKP Polskie Linie Kolejowe S.A.

Accidents on the network managed by PKP Polskie Linie Kolejowe S.A.
(as at 31 May 2013)



When compared to 2011, if one looks at absolute figures, in 2012 a decrease by as many as 145 accidents was recorded – such a significant reduction had not be recorded for years. Only in two categories a slight increase in the number of accidents was recorded. Detailed data are presented below:

- collisions – a drop from 58 to 42,
- derailments – a drop from 154 to 107,
- accidents involving persons (without level crossings and pedestrian level crossings) – a drop from 370 to 271,
- fires – a drop from 4 to 1,
- accidents at level crossings and pedestrian level crossings – a slight increase from 243 to 259,

- other – an increase from 0 to 4.

In total, of the 684 accidents recorded on the network of PKP Polskie Linie Kolejowe S.A. in 2012, the Company was liable for 99. The number of casualties in accidents was 457 of which 262 people were killed and 195 were seriously injured. In comparison to 2011 (528 casualties with 318 people killed and 210 – seriously injured), one observes a downward trend.

A detailed list of accidents in 2011-2012
(as at 31 May 2013)

Accident category	Number of accidents per year		Difference (accidents)	Casualties				Difference (casualties)	
				Killed		Seriously injured		Killed	Seriously injured
	2011	2012		2011	2012	2011	2012		
Collisions	58	42	-16	3	16	7	63	13	56
including those attributable to PKP Polskie Linie Kolejowe S.A.	15	12	-3	0	16	2	63	16	61
Derailments	154	107	-47	2	0	34	0	-2	-34
including those attributable to PKP Polskie Linie Kolejowe S.A.	83	68	-15	0	0	0	0	0	0
On level crossings and pedestrian level crossings	243	259	16	62	60	51	40	-2	-11
including those attributable to PKP Polskie Linie Kolejowe S.A.	1	3	2	0	0	0	4	0	4
Involving persons (without level crossings and pedestrian level crossings)	370	271	-99	251	186	118	89	-65	-29
including those attributable to PKP Polskie Linie Kolejowe S.A.	0	2	2	0	2	0	0	2	0
Fires	4	1	-3	0	0	0	0	0	0
including those attributable to PKP Polskie Linie Kolejowe S.A.	0	0	0	0	0	0	0	0	0
Other	0	4	4	0	0	0	3	0	3
including those attributable to PKP Polskie Linie Kolejowe S.A.	0	0	0	0	0	0	0	0	0
TOTAL	829	684	-145	318	262	210	195	-56	-15
including those attributable to PKP Polskie Linie Kolejowe S.A.	99	85	-14	0	18	2	67	18	65

The Railway Guards (Straż Ochrony Kolei – SOK)

The Railway Guards (Straż Ochrony Kolei – SOK) is a militarised organisation that has been providing security on railway premises since 1918. Its obligations are strictly defined in the Act on railway transport of 28 March 2003, namely:

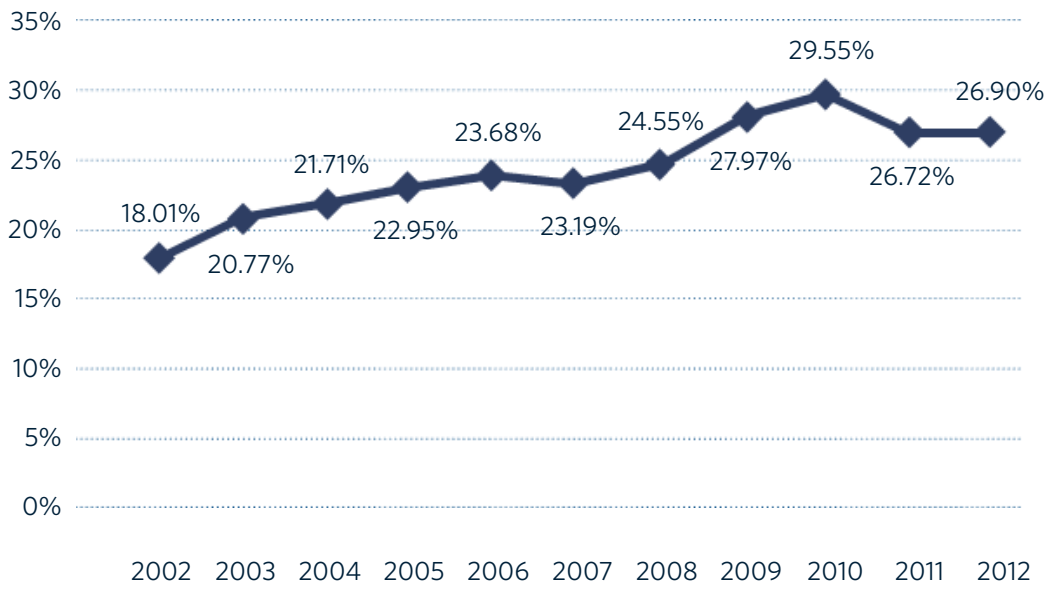
- monitoring of compliance with order regulations on railway premises, on trains and other railway vehicles,
- protecting people's lives and health as well as property on railway premises, on trains and other railway vehicles,

In 2012, the Railway Guards recorded 14 345 crimes and offences, which is 6.46% less than in 2011. At the same time, the crime detection rate was 26.9% which is 0.18% higher than in 2011.

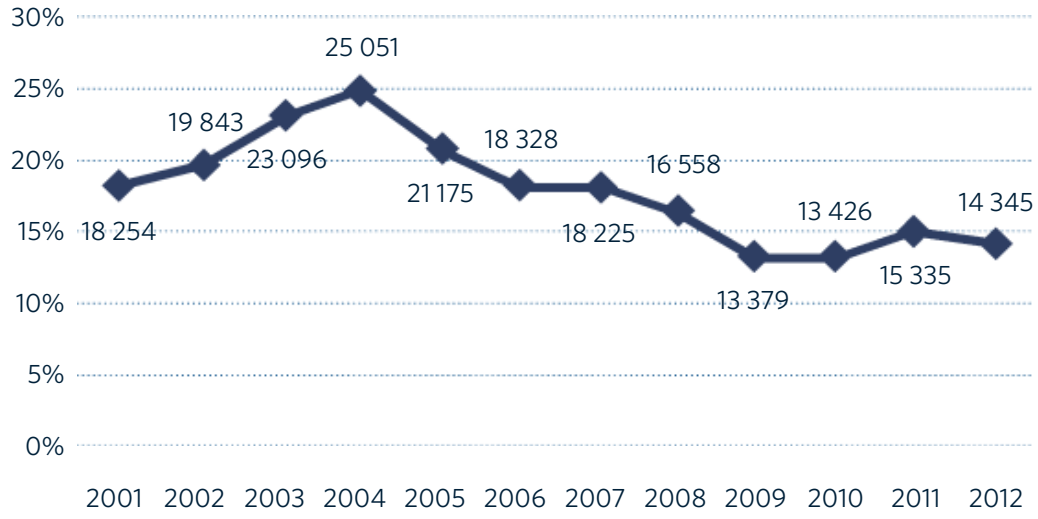
Crimes and offences in 2011-2012

Event type	Year		Decrease in %
	2011	2012	
Single wagon-load (theft, dumping)	3 360	2 958	11.96
Stealing and vandalising railway traffic control devices and elements of track surface on inactive sections of railway lines	428	343	19.86
Total number of thefts	8 684	8 354	3.80
Blocking tracks	432	337	21.99
Throwing stones or other objects at trains	713	577	19.07
Vandalising railway safety devices	1 398	1 250	10.59
Vandalising and other acts of hooliganism on trains, at stations and other railway structures	2 999	2 730	8.97

Crime and offence detection rate by the Rail Guards (SOK) in 2002-2012



Events recorded by the Railway Guards (SOK) in 2001-2012



If one refers to specific event categories, the following can be considered a success: smaller number of events affecting wagon consignments (thefts, dumping) by 11.96%, from 3 360 in 2011 to 2 958 in 2012, smaller number of events on inactive sections of railway lines (stealing and vandalising railway traffic control devices and elements of track surface) by 19.86%, from 428 cases in 2011 to 343 in 2012. In total, as regards thefts, the number of recorded events decreased by 3.8%, from 8 684 in 2011 to 8 354 in 2012.

Other event categories in which a downward trend is noticeable are: blocking tracks – a 21.99% decrease in the number of cases, from 432 in 2011 to 337 in 2012, cases of throwing stones or other objects at trains – a 19.07% decrease, from 713 cases in 2011 to 577 cases in 2012, vandalising railway safety devices – a 10.59% decrease, from 1 398 in 2011 to 1 250 in 2012, vandalising and other acts of hooliganism on trains, at stations and other railway structures – an 8.97% decrease from 2 999 in 2011 to 2 730 in 2012.

The statistical data presented above clearly indicate that the activity of the Railway Guards in the scope of ensuring order, preventing thefts and organising instructional meetings in educational institutions effectively contribute to improved safety on railway premises.

Protection of railway lines in winter

PKP Polskie Linie Kolejowe S.A. are in charge of snow removal on 37.1 thousand kilometres of tracks, 42.3 thousand turnouts and approx. 4.8 million square metres of platforms, footbridges and pedestrian level crossings. Maintenance of such extensive infrastructure in winter calls for involvement of a significant number of employees and the use of specialist snow removing equipment and devices. The sections of railway lines particularly exposed to the formation of snowdrifts (a total

of 1 287 km of tracks) have been covered with anti-snow curtains. During the periods of unfavourable atmospheric conditions, which hinder train traffic, special protection is provided to the railway lines that are crucial for economic and social reasons.

Railway lines were divided into three groups of winter maintenance order. First of all, snow is removed from 16 300 km of plain tracks and through tracks, secondly – from 6 300 km and then 5 300 km. To combat the effects of winter PKP Polskie Linie Kolejowe S.A. had at their disposal (as at the end of 2012) operational personnel numbering 16 200 people, high-performance snow removing equipment: snow clearing units (16 items), ploughs (80 items), track snow ploughs (51 items) and construction machinery (1 109 items) and means of transport such as loaders, motor vehicles, motor trucks and technical trains for removing snow. To quickly eliminate defects and failures in railway infrastructure, the following means were deployed: 178 units for repairing track structure and railway signalling equipment, 87 trains for removing breakdowns in overhead lines, including 14 with special equipment for removing ice from contact wires. More than 16 000 railway turnouts are equipped with electric heating systems of railway crossings. To protect switches from freezing, friction parts of turnouts are protected with lubricants resistant to low temperatures.

Railway Technical Rescue Services

To remove the effects of railway accidents on the railway lines managed by PKP Polskie Linie Kolejowe S.A., technical rescue teams were established: SPRT – Special trains for technical rescue (8 units) and PRT – technical rescue trains (15 units). These crews are stationed at major railway junctions, to ensure their quick movement to the accident site. Technical rescue teams are equipped with 18 railway cranes, 23 rail-road vehicles, 4 mobile technical rescue trains, 10 cars of technical protection and 89 technical-maintenance vehicles with the equipment for re-railing of rolling stock. In addition to removing the effects of railway accidents, technical rescue crews remove the effects of events causing inconvenience to railway traffic, perform the transport of railway vehicles damaged as a result of technical failure, remove the effects of accidents and incidents on lines and sidings not managed by PKP Polskie Linie Kolejowe S.A. and provide paid services to other businesses.

Track Machinery Unit (Zakład Maszyn Torowych)

Operation of high-power track machines, rail welding and machine repairs

Track Machinery Unit (Zakład Maszyn Torowych) in Krakow is a specialised organisation unit within PKP Polskie Linie Kolejowe S.A. which performs tasks with respect to investments, ongoing repairs and maintenance of railway lines.

The plant is equipped with specialised machinery, equipment and technological lines for welding rails into sections up to 210 meters. The investment and maintenance tasks related to railway lines are completed with the use of high-performance specialist machine units for track and substructure work. An important advantage of machine units is their ability to perform repair operations during a single pass, without having to remove the railway track, which significantly shortens the duration of the repair, without comprising the uniformly high parameters of the railway track. This is very important in the context of environmental protection and impact on the surroundings of railway lines, because there is no need to interfere with the structure of the areas adjacent to the section undergoing repairs, to destroy access roads or establish local technical roads to supply materials and dispose of spoil.

Welding of rails is performed at specialised units – welding shops located in Bydgoszcz, Skarżysko-Kamienna and Kędzierzyn-Koźle.

For many years the Track Machinery Unit (Zakład Maszyn Torowych) has been participating in repairs of rail grinders for the Swiss company SPENO. In addition, it performs repairs of own high-power track machines.

The track machines and welding shops are operated by highly experienced and qualified staff which guarantees the excellent quality of workmanship meeting clients' stringent requirements. The EN ISO 9001:2008 certificate implemented at the Plants proves the quality it offers.

Operation of track machines at Track Machinery Unit (Zakład Maszyn Torowych) in Krakow - comparison of completed tasks for 2011-2012

Machines	2011	2012
AHM 800 R	33 980	20 936
P-93 and P-95	418 254	282 219
OT-800 and RM 80	235 519	193 614
CSM 09	324 094	295 826
ZTU 300	299 839	153 364
DGS 62 N	307 199	297 696
UNIMAT [units of account]	1 278	1 129
UNIMAT [metres]	46 170	47 576

Operation of the rail welding shops [metres] – comparison of completed welding tasks (welding short rails into sections of 210 m) in 2011-2012

	2011	2012
IMZ 1 Skarżysko-Kamienna	426 470	372 930
IMZ 2 Kędzierzyn-Koźle	741 008	417 027
IMZ 3 Bydgoszcz	381 786	237 740

Railway Traffic Management Centre

Oversize cargo

The offer of PKP Polskie Linie Kolejowe S.A. addressed to rail operators is supplemented with a full range of services related to the carriage of oversize cargo (e.g. cargo and rolling stock whose gauge and/or acceptable load is exceeded).

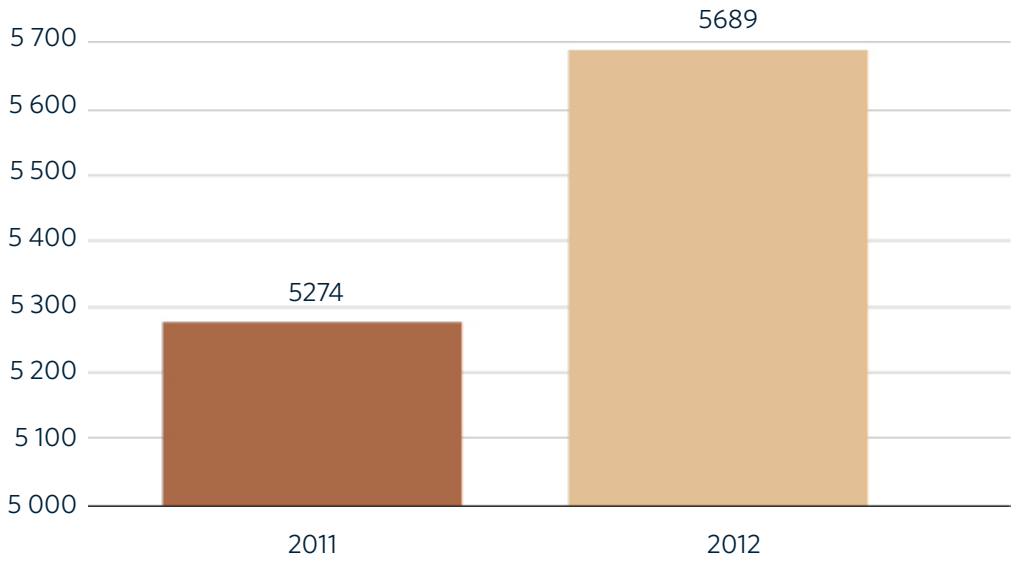
Upon the request of an operator that wishes to dispatch an oversize consignment, the staff members of PKP Polskie Linie Kolejowe S.A. provide the conditions for performing such a transport operation which are defined – depending on the type of transport service – in the following documents:

- "Permit to transport an oversize cargo in domestic services",
- "Permit to transport an oversize cargo in international services",
- "Permit to transport an oversize cargo in domestic services and the order to transport an oversize cargo (address four)",
- "Permit to carry an oversize cargo in international services and the order to transport an oversize cargo (address four)".

The aforementioned permits are sent to the Telegrams Edition System (SET), where – via the SEPE, SWDR and e-SEPE systems – they are made available to traffic orderlies, dispatchers and staff of a given operator. The staff members of PKP Polskie Linie Kolejowe S.A. approve the transport conditions specified in the foregoing permits so that the timetable under development (annual timetable, individual timetable) could contain the transport conditions for the route on which the cargo will be transported.

The chart below shows the number of permits issued in 2011 and 2012. One should bear in mind that one permit can be used several times (e.g. in the case of transporting High Cube containers by railways).

The number of permits issued in 2011-2012



The data above show that although transport performance on the network of PKP Polskie Linie Kolejowe S.A. decreased, the number of permits went up in the period in question – this shows the significance of oversize cargo transport in the total number of launched trains.

Dangerous goods, including high-risk dangerous goods

The data presented in various studies and statistics clearly show that the level of safety indicator in rail transport is much higher than the corresponding indicator in road transport. Achieving and maintaining such a safety level during service implementation is only possible due to the fact that the ongoing supervision over transport operations involving dangerous goods (including high-risk dangerous goods) is considered by PKP Polskie Linie Kolejowe S.A. to be a very important aspect of its operational work.

The staff of the infrastructure manager responsible for transport safety, namely dispatchers, traffic orderlies, signalmen and linemen, performing their essential duties, carry out the provisions of the applicable legal regulations.

Adherence to the existing procedures by those employees is supervised and controlled by the advisers for safe transport of dangerous goods by rail.

Sale of train paths

As part of individual timetables, agreements were reached with respect to 23 158 international train services (including cross-border services across the following borders: German – 10 274, Czech – 9 761, Slovak – 753, Ukrainian – 562, Belarusian – 964, Latvian – 110, Russian – 734). This is a 6% increase over 2011 (21 899 routes). Each day PKP Polskie Linie Kolejowe S.A. accept and implement on average 63 orders for international train services based on individual timetables, 87% of the orders pertain to trains going to Germany and the Czech Republic.

32 operators performed international cross-border services in 2012. Most often they chose the following border crossings: Rzepin - Oderbrücke (Poland - Germany), Zebrzydowice - Petrovice u Karvine (Poland - Czech Republic), Chałupki - Bohumin Vrbice (Poland - Czech Republic), Gubin - Guben (Poland - Germany), Węgliniec - Horka (Poland - Germany) Szczecin Gumieńce - Tantow (Poland - Germany) and Międzylesie - Lichkov (Poland - Czech Republic).

One Stop Shop (OSS) is a specialised unit within PKP Polskie Linie Kolejowe S.A. the goal of which is to support operators utilising international services. The unit is part of the international OSS network maintained by the RailNetEurope (RNE); it provides detailed information about the conditions that have to be met to be granted access to the rail infrastructure managed by the RNE members, as well as about the services and products they offer. A client interested in completing an international train services must get in touch with one of OSS entities which will then deal with the allocation of railway lines along the entire train route.

PKP Polskie Linie Kolejowe S.A. actively cooperates with rail infrastructure managers in the neighbouring countries with respect to annual and individual timetables for both passenger and freight trains. The cooperation with the Russian, Lithuanian, Belarusian and Ukrainian Railways is based on bilateral agreements. In the case of German Czech and Slovak infrastructure managers (DB Netz, SŽDC and ŽSR, respectively), both bilateral agreements and regulations of international organisations are in use.

The trains operated on the basis of individual timetables require the following agreements:

- between PKP Polskie Linie Kolejowe S.A. and DB Netz AG and SŽDC – based on mutually developed procedures – 24 hours / day, through branch offices of the Railway Traffic Management Centre with coordination taking place in Warsaw,
- as regards the remaining infrastructure managers – agreements are dealt with by the One Stop Shop units within the Railway Traffic Management Centre in Warsaw.

Diagnostics

Diagnostic measurements and tests are the usual tools used to assess the technical condition of rail infrastructure and to plan necessary maintenance and repair operations. In the course of such measurements, current technical parameters of infrastructure elements are identified. Later on, their compliance with standard parameters and established safety tolerances is checked.

The following persons and institutions are responsible for diagnostics and assessment of the technical condition of rail infrastructure:

- diagnosticians working at railway line plants who – using portable devices – take measurements and perform tests of the substructure, track superstructure, engineering structures, railway buildings, power devices and grids, as well as of railway traffic control devices,
- Diagnostics Centre in Warsaw – it is a specialised unit performing diagnostic tests and measurements using special-purpose equipment installed on bogies or rail and road vehicles.

The Diagnostics Centre in Warsaw monitors the safety of rail transport by supervising and analysing the technical condition of rail infrastructure in four areas:

- diagnostic measurements of the superstructure (track geometry) and elements of railroad infrastructure (loading gauge), measurements of cross profiles and longitudinal profiles for the purpose of qualifying tracks for re-profiling and acceptance of completed reconditioning work,
- defectoscopic tests of track superstructure (searching for and identifying external and internal defects of and damage to such track surface – rails and turnout elements, rail joints),
- functional diagnostics of automation devices through simulation of rolling stock emergency states,
- welding work of rails and turnouts – supervision, control and assessment of the completed rail joints, as well as field surveys and laboratory tests of the quality of joints,
- acceptances of track superstructure elements of required quality to be installed as part of rail infrastructure.

In 2012, 160 employees of the Diagnostics Centre performed, amongst others, the following operations as part of the basic scope of activity:

Task		Number	Unit
Measurement of track geometry – in plan and profile using two EM120 measurement trolleys		39 587.4	km of track
Tests of the internal structure of rails in tracks with a use of a defectoscopic wagon		12 975.3	km of track
Tests of the internal structure of rails in tracks with a use of a defectoscopic bogie		37 293.3	km of track
Specialist defectoscopic tests of rail superstructure elements (joints, welds, weld overlays, profiles of rails and turnouts, etc.)		3 890	items
Tests of rail wave deformations		89.5	km of track
Checking the operation of axle overheating detectors by means of a ride of a wagon carrying a rolling stock breakdown detection system which simulated an axle box defect		210	devices
Inspection of bridge structures using a specialises vehicle Volvo – SRS Svabo, in cooperation with plant inspectors from railway line plants		145	structures
Laboratory and field tests of tract superstructure elements		172	items
Courses and trainings on rail welding and welding supervision		74	persons
		10	courses
Periodic examinations and professional skills development examinations with respect to rail welding and welding supervision		201	persons
Instruction and issuing certificates of competence, identifiers for welding supervision		477	items
Checking of track gauge metres		357	items
Technical acceptance of track superstructure elements (using an electronic ruler)	turnouts	541	sets
	termite welds and welds	2 367	items
	various elements used in turnouts production	2 730	items

Collecting data on the parameters of rail infrastructure is the basic activity of the Diagnostics Centre. Its tasks are planned on an annual basis, in response to the needs reported by maintenance units and following the regulations in force.

Railroads

In 2012, only a small change in the length of operated railway lines took place. This modification resulted from the need to adapt the infrastructure to new transport needs.

List of the components of the railway infrastructure managed by PKP Polskie Linie Kolejowe S.A. that are in service (as at 31 December 2012):

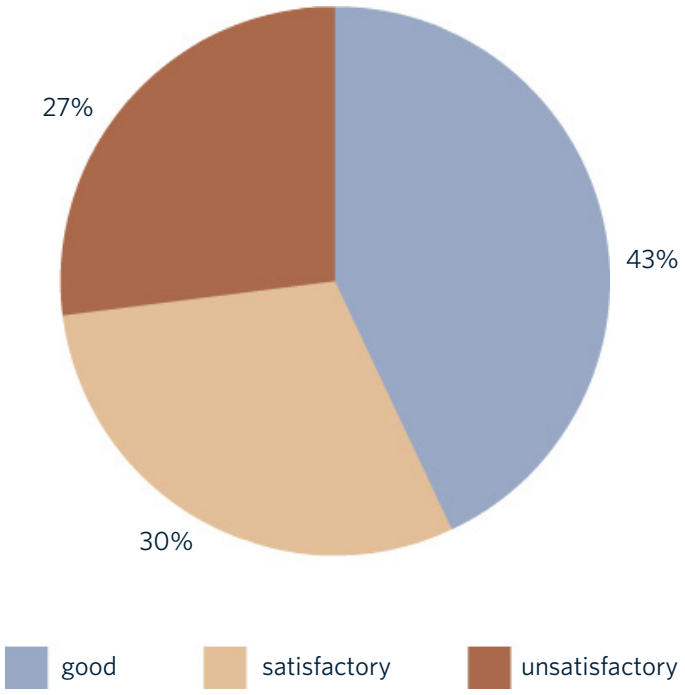
- 19 191 km of railway lines (i.e. 37 076 km of tracks), including:
  - » 27 768 km of mainline tracks and primary tracks at railway stations,
  - » 9 308 km of station tracks.

- 42 334 turnouts, including:
  - » 18 465 turnouts on mainline tracks and primary tracks,
  - » 23 869 turnouts on station tracks.
- 15 915 level crossings, including 2 673 cat. A crossings,
- 25 738 engineering structures, including 6 452 bridges and viaducts,
- 6 326 buildings,
- 12 671 structures.

Technical condition of track infrastructure

As a result of the maintenance-repair and investment work performed in 2012, the length of railway tracks whose technical condition was rated as good (as at 31 December 2012) amounted to as much as 43% of the total track length; this means an increase of 3% in comparison to the status as at 31 December 2011 when 40% of tracks were rated as good.

Assessment of the technical condition of rail infrastructure
(as at 31 December 2011)



The chart above has been developed in line with the following criteria:

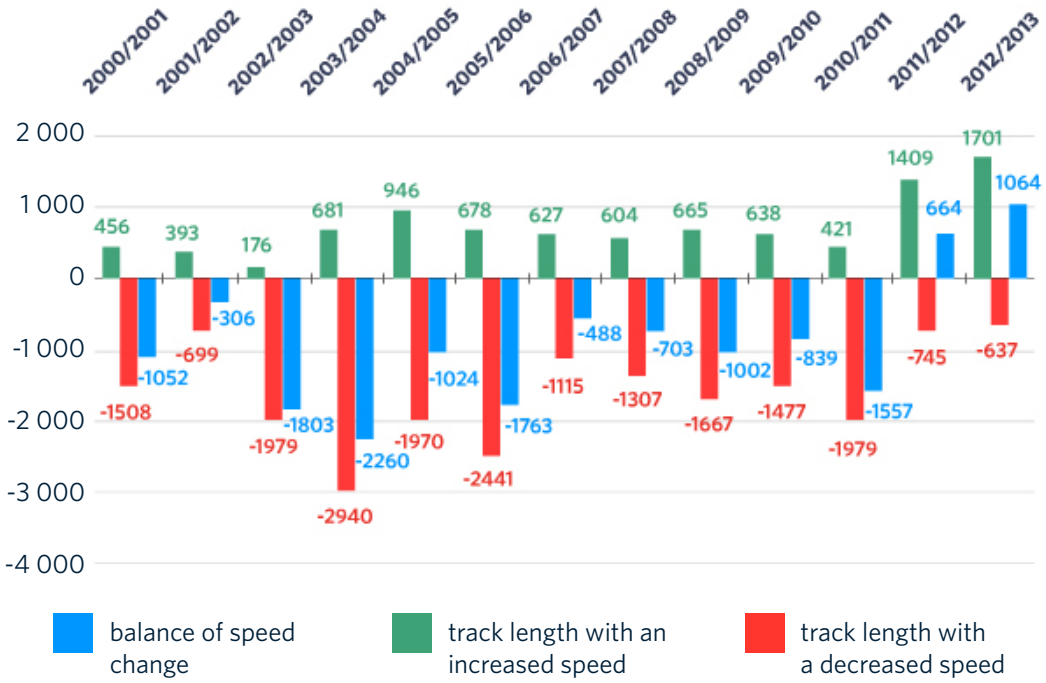
- good – railway lines operated in compliance with their assumed parameters, only maintenance work required,
- satisfactory – railway lines with reduced operational parameters (lowered top timetable speed, local speed limits); in order to meet the operational parameters – in addition to maintenance work – ongoing repairs are required comprising the replacement of damaged track elements,

- unsatisfactory – railway lines with significantly reduced operational parameters (low timetable speeds, many local speed limits, reduced permissible loads), which qualify the tracks for comprehensive replacement of superstructure.

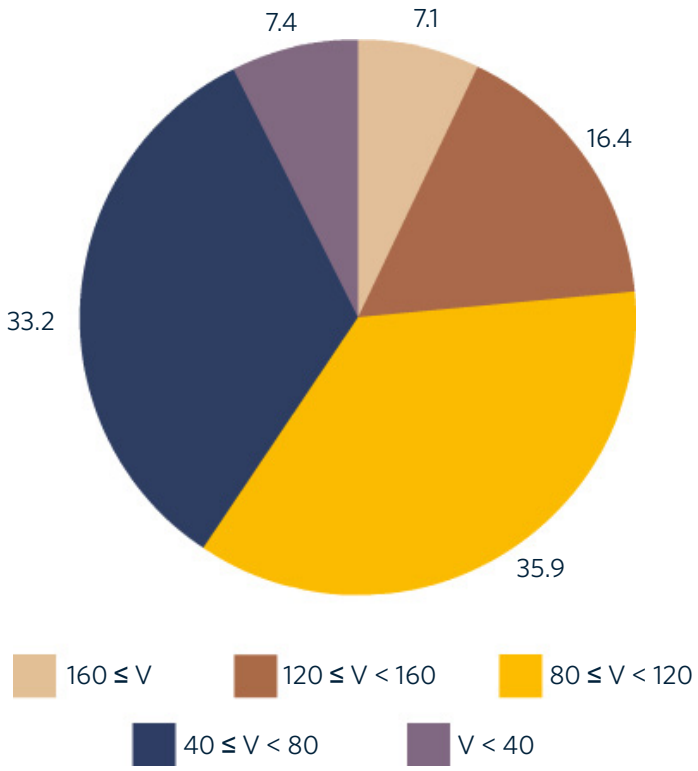
The outcome of the improved technical condition of tracks could be observed in the Train Timetable 2012/2013: the top timetable speed for passenger trains increased on track sections with a length amounting to as many as 1 700.939 track-km (tkm).

Another positive signal is that in comparison with previous years, the timetable speed was reduced on a smaller length of tracks – in 2011 it was 745 (tkm), while in 2012 – only 637 (tkm). For two years the balance of speed changes on the network of Polskie Linie Kolejowe S.A. has been positive, demonstrating the effects of completed modernisation projects.

Changes in timetable speeds on the active railway lines managed by PKP Polskie Linie Kolejowe S.A



Structure (in percent) of top timetable speeds in the Train Timetable 2012-2013



Other achievements include the fact that 2012 was yet another year in which the length of tracks with an obligatory timetable speed V ≥ 160 km/h increased; it now amounts to 1 956 tkm (at the end of 2011 it was 1 857 tkm).

Directions of development

Development strategy

In 2012, the PKP Polskie Linie Kolejowe S.A. Company was actively involved in the work towards attaining the objectives established in governmental strategic documents. In addition, the Company continued the implementation of an extensive investment programme.

The efforts made to meet that goals included participating in the work coordinated by the Ministry of Transport, Construction and Maritime Economy with respect to:

- updating and verifying the "Master Plan for Railway Transport in Poland until 2030" adopted by the Council of Ministers on 19 December 2008,
- developing and consulting the Implementation Document for "Transport Development Strategy until 2020 (with a perspective to 2030)",
- updating and verifying the "Long-term Programme of Railway Investments until 2013 (with a perspective to 2030)" adopted by resolution no. 219/2011 of the Council of Ministers of 7 November 2011.

The implementation of the largest investments was accomplished under Priority VII "Environment-friendly transport", the Operational Programme Infrastructure and Environment (OPI&E). The current status of the investments planned under the Operational Programme Infrastructure and Environment for 2007-2013 is available on the website of the Ministry of Regional Development (www.mrr.gov.pl). The information on the website includes the updated list of individual OPI&E projects from October 2012.

PKP Polskie Linie Kolejowe S.A. is a beneficiary or an associated beneficiary of 53 undertakings on the basic list of a total value of PLN 27 064.94 million, but also of 25 undertakings that have the "reserve projects" status of a total value of PLN 24 722.89 million.

Map of OPI&E projects

The inclusion on the indicative OPI&E list of the projects that had never before been implemented under this programme due to their nature was a novelty in this area. These were revitalisation projects (the goal of which is to restore the design operational parameters of railway lines), as well as projects aimed at improving safety at level crossings through installation of signalling devices.

According to the assumptions of the Operational Programme Infrastructure and Environment, as well as the priorities adopted by the Company, modernisation

plans focused primarily on the railway lines of the TEN-T network that are important for the quality of transport in the EU and that improve transport links between conurbations.

Aside from the infrastructure projects carried out with EU funds allocated under the Operational Programme Infrastructure and Environment, the Company implemented a number of complimentary investment undertakings aiming at revitalisation and modernisation of railway lines as part of Regional Operational Programmes. To support those, further investment programmes were launched comprising projects financed from the state budget and the Railway Fund.

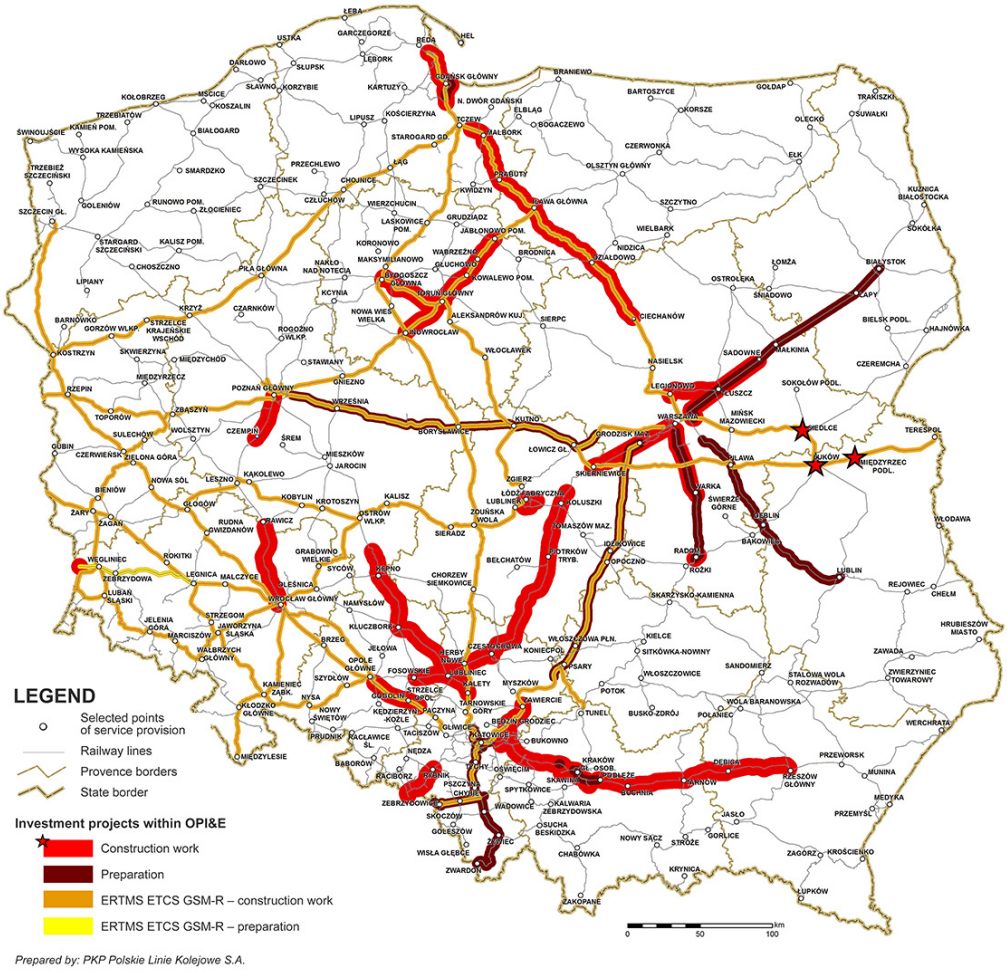
By way of preparation for the subsequent financial perspective 2014-2020, criteria for the selection and classification of investment projects for implementation were developed. Based on those criteria, the initial proposals for receiving co-financing from EU funds were assessed.

In 2012, the PKP Polskie Linie Kolejowe S.A. Company took an active part in the process of developing the European railway area. The work was related to:

- implementing the provisions of the Regulation of the European Parliament and Council No. 913/2010 of 22 September 2010 concerning a European rail network for competitive freight. As part of this process, cooperation was established with respect to two corridors; Executive Boards of Rail Corridors and the Office of Rail Freight Corridor 8 were founded, with its headquarters at PKP Polskie Linie Kolejowe S.A.,
- commenting on the documents that have a direct impact on the railway sector and PKP Polskie Linie Kolejowe S.A., namely: proposal to revise the First Railway Package, proposal of new TEN-T guidelines, financial instrument Connecting Europe Facility (CEF), new cohesion policy and guidelines for the so-called Fourth Railway Package,
- participating in expert groups of the European Association of Rail Infrastructure Managers (EIM) devoted to asset management, and technical specifications for interoperability (TSI).

Moreover, PKP Polskie Linie Kolejowe S.A. coordinated the organisational work related to the activity of Operators' Council, which – according to the assumptions – is an advisory team assisting the Management Board of PKP Polskie Linie Kolejowe S.A. in matters related to the development of rail transport in Poland.

Railway investments implemented by PKP Polskie Linie Kolejowe S.A. within the Operational Programme Infrastructure & Environment



IT

A smooth flow of information is one of the basic elements that will make the economic success of PKP Polskie Linie Kolejowe S.A. possible. In 2012, we witnessed a significant expansion of the Company's IT assets. The most important achievements of 2012 related to technical development resulting from the Company's activity were:

Development of the "Interactive Map – Centre"

The "Interactive Map – Centre" was developed to support the operation of the Crisis Management Centre. The system streamlines management of crisis and emergency situations. The application features a multi-display tracking environment (including the possibility to switch from the map level to schematic plans of a railway station). The following can be tracked:

- real-time location of trains, including delayed trains,
- deployment of technical rescue trains, teams for quick failure removal, snow removal equipment, overhead lines maintenance trains,
- current location of the Rail Guards patrols.

and displays:

- railway accidents and incidents that have occurred on the network,
- scheduled phone announcements,
- closed tracks (planned and emergency),
- distribution of spare wagons and locos for catenary protection,
- order of snow removal operations on railway lines,
- location of domestic rescue services such as: Police units (stations, municipal headquarters, county headquarters, provincial headquarters, Metropolitan Police Authority and National Police Headquarters), National Fire Service (fire and rescue units, county headquarters, provincial headquarters, National Fire Service Headquarters, National Centre for Rescue Coordination and Civil Protection), crisis management centres (provincial, Government Security Centre, Internal Security Agency).

The system made it possible to:

- reduce response time in the case of crisis events and the duration of involvement of services,
- facilitate allocation of all rescue services,
- minimise the effects of accidents and events,
- reduce financial losses on the side of PKP Polskie Linie Kolejowe S.A. resulting from damage to infrastructure assets.

Development of the "PLK Portal for Passengers"

The development of the "PLK Portal for Passengers" was a statutory obligation (Act of 19 August 2011 on amending the railway transport act [Dz. U. – Journal of Laws No. 205 item 1209]. The new system allows you to generate and print poster-size timetables for trains, which are then placed on platforms and delivered to railway station managers. Information about the timetable is announced on the website www.plk-sa.pl. There is still some work in progress related to improving the currently available business functionality and putting into effect all the tasks planned in the project. The work is to be completed at the end of the first half of 2013.

Development of interfaces for the Passenger Dynamic Information System – SDIP

As part of the preparation for UEFA EURO 2012, a project titled "Passenger Information System – SIP" was launched. The SIP system involved the development of a comprehensive project of passenger information at railway stations. One

of the elements of SIP is the SDIP system mentioned above. The goal of SDIP is to provide passengers with information about train departures and arrivals on screens and displays placed at platforms and reading it out through megaphones at the following railway stations and halts: Warszawa Wschodnia, Warszawa Stadion, Warszawa Zachodnia and Warszawa Wola. The Company developed and implemented an interface which automatically feeds SDIP with data coming from the internal systems of PKP Polskie Linie Kolejowe S.A.

Launch of the ZT module in the SKRJ system

In 2012, the track closure module (ZT) was implemented, which is a component of the System of Timetable Development (SKRJ). The module has a feature enabling creation of a train timetable taking into account track closures. With the new functionality it is possible to develop timetables efficiently and with attention paid to limitations of railway infrastructure resulting from, e.g., investment, modernisation and repair activity in progress. Currently, project work comprises the development of:

- a module enabling rerouting copies of closure timetables as per the established model,
- a module enabling re-organization of closure orders if an approved closure has already been removed from the base,
- a module grouping closure versions of orders for timetables of similar parameters,
- a module enabling reporting to the Railway Traffic Management Centre about the condition of closure timetable structure,
- a module of the SKRJ system enabling one to develop an annual timetable.

The work on the closure modules is to be completed in 2013 and they are to be successively launched in the same year. The work on the modules for annual timetables with respect to their basic functionality is to be completed in the first half of 2014.

Finalisation of entering data into the EWI-2 system

The EWI-2 system – Infrastructure Register – is a base of railway station diagrams which enables one to create railway station diagrams and to keep a register of structures at railway stations (turnouts, tracks, buildings, semaphores, etc.) as per the D40 Instruction. It supports the organisation of train traffic at railway stations and train service stations, provides access to railway station diagrams by supporting operational performance at railway stations. In 2012, the system was expanded with the railway station diagrams of all the railway stations in use in the network of PKP Polskie Linie Kolejowe S.A.

SILK-2 – Information system about Railway Lines-2

The SILK system, which is in use in the Company, has been given new functionalities:

- geometrical data on plots and real estate have been added to the "real property" module and an add-on has been developed to manage rent contracts for the D50 contract,
- in the "Documentation" module the scope of stored documentation has been expanded (new types of documents, new design templates for geodetic data and for the data that describe the ICT infrastructure),
- development of the concept of a detailed track information system and its test implementation in the Opolskie Province,
- the "Internet Map of Railway Lines" module has been expanded, transforming it into a flexible GIS portal and strictly specific data have been made available on the internet.

Work on the SILK system is being carried out by an external service provider under supervision of the employees of PKP Polskie Linie Kolejowe S.A.

ZTC – Digital Identity Management

In 2012, work commenced on the implementation of a system for managing digital identities. Digital identity management facilitates information access control. The system will provide efficient granting and blocking of access rights to the Company's IT systems using an employee's ID. The system implementation takes into account staff turnover at the Company – it automatically blocks or grants access rights depending on the function an employee performs at PKP Polskie Linie Kolejowe S.A. The scheduled launch of the first digital identity management solution for Company's systems is to take place in 2013/2014, while addition of subsequent systems – in 2014.

ODA – Documents Flow and Filing

In 2012, pre-implementation work (including the development of the Object of Contract and performance of a market analysis) commenced for the planned launch of an electronic document flow and filing system at the Company level. The key advantages of such an implementation include using a single register of correspondence flow and minimising the flow of correspondence in a paper form, including copying, doubling, and printing. The solution will save employees' time as well as reduce costs of paper and consumables for printers and copying machines, but also it will increase security due to better work control and document protection. The system will cover document flow processes for internal incoming and outgoing correspondence and correspondence with external entities (planned commencement of production – 2013) along with electronic and paper management of the Archives (planned for 2014). In addition, the system will be integrated with the following systems: SAP ERP HCM (organisation structure), MS SharePoint, SMB, Structured document, etc. The integration will be of electronic type as well as a mixed type (sending paper attachments). The undertaking is scheduled for completion in December 2014.

Implementation of the electronic system to support fixed assets inventory

In 2012, the STOCK system was implemented to facilitate performance of modern inventories using collectors and marking of fixed assets for 3-8 groups, using the technology of bar codes on self-adhesive labels. Implementation of the modern technology made it possible to eliminate from the inventory the process of manual completion of inventory sheets. The system was integrated with the FI-AA module (Fixed assets management) of the SAP ERP system. Implementation of the system made it possible to complete the statutory inventory on time [Accounting Act of 29 September 1994 (Dz. U. – Journal of Laws 1994 No. 121 item 591)]. Moreover, the Company is planning to transfer these technologies to carry out regular inventories of non-fixed items.

CRP – Central Register of Projects

In 2012, work was completed on the expansion of the HCM module of SAP ERP system with the "Central Register of Projects" function. The application was integrated with the Central Register of Contracts and investment orders of the FI and CO modules of SAP ERP. The solution facilitates registration of and allocating unique codes to investment projects, implemented and planned for implementation by the Company. A project code is automatically transferred to the IT systems supporting management of an investment area, including the EPM system.

"Personnel Strategy" Project

The Company developed a data model to carry out a thorough and in-depth analysis. In the project the reporting and analytical "SAP Business Objects" tool was used, while the data collected in two different systems (SAP and PK) were merged. With this tool it is possible to generate integral reports based on the data kept in the Company's various IT systems. Further development of the "SAP Business Object" tool is planned for in 2013.

Migration of the analytical and reporting tool "SAP Business Objects"

Following the successful project "Personnel Strategy", under which the analytical and reporting potential of the "SAP Business Objects" tool was verified, a decision was made to upgrade it to its latest version. The work on upgrading the tool commenced in December 2012 and its completion is planned for February 2013. After the migration, in 2013, further development of this tool is planned – this time it will empower users to independently create reports and perform advanced analyses.

SMB – Safety Monitoring System

Parallel to continuous development of ICT systems and infrastructure, new threats occur that affect their proper and safe operation. To eliminate such threats the Company has been developing a safety monitoring system. The objective of this is to obtain the PN/ISO 27001 certificate by PKP Polskie Linie Kolejowe S.A.

Assumptions for the system supporting railway infrastructure management

In 2012, work was finalised on the project consisting in the development of a data model for the railway infrastructure management system. The work was performed by the Railway Institute. The resultant study determined data groups to be collected in order to properly determine the condition of railway infrastructure. Another element of the study is the proposition of indices (along with the algorithms needed to calculate them) which synthetically describe the technical condition of particular railway infrastructure elements. The study will be used to commission the development of an IT system to support railway infrastructure management.

Codification of railway lines

The PKP Polskie Linie Kolejowe S.A. Company are implementing a project the aim of which is to prepare the "codification" of railway lines. The objective of this is to develop a measurement system for rail structure gauge and then recording of the collected data. The final stages comprise the development of an IT system to support the process of establishing routes for oversize consignments. It is anticipated that developing the system and launching of the production version will take up to 2 years.

Currently, the Company's operation focuses on the construction and further development of infrastructure and ICT systems which support the Company's business. At the moment, a unified mechanism of authorisation and authentication of IT system business users (Active Directory) is being implemented. Work is in progress on the development of an internal interface for the interoperable data exchange system (TAF TSI, TAP TSI). The solution will also be used by the Train Information System, delivering real-time data on international train rides. Also planned for implementation are, e.g.: EDR – Electronic Traffic Log and System for Supporting Railway Infrastructure Management. The "PLK Portal for Passengers" is still being developed – work is in progress on a railway services search engine. In addition, the Company's technical and network assets will be developed, with a particular emphasis put on providing the necessary computing power which is crucial for ensuring efficient and stable operation of IT systems that support business activity of the Company.

Environmental protection

Environmental protection is an important aspect in all areas of the Company's business – starting from the operation of railway lines, to investment projects, to implementation of strategies.

PKP Polskie Linie Kolejowe S.A. is an entity with very many obligations, in particular with respect to:

- use of the environment related to the operation of railway lines, including monitoring of environmental impact,
- implementation of planned undertakings in a way that is compliant with the regulations on environmental protection and with the requirements put forth by financial institutions,
- planning and taking actions aimed at limiting the environmental impact.

The Company's key actions in the field of environmental protection taken as part of its activity in 2012 comprise, amongst others:

- providing opinions on municipal land utilisation plans,

- participation in the development of programmes the objective of which is protecting the environment from noise,
- participation in consultations on the establishment of new Natura 2000 areas and taking part in the work on the plans of protection tasks for Natura 2000 areas located in proximity of railway lines (e.g. for the purpose of investments that are planned for implementation in the distant future),
- ongoing development of documents related to environmental protection (statements, reports, lists) and handing them over to relevant institutions,
- performance of an ecological inspection of railway line no. 273 in the town of Głogów due to the planned actions aimed at noise emission reduction.

The most important actions related to environmental protection taken in connection with the Company's investment projects carried out in 2012 consisted in:

- development of project information cards and filing applications for a decision on environmental conditions,
- verification of environmental impact assessment reports – both at the stage of obtaining an environmental decision and at the stage of environmental impact reassessment,
- obtaining decisions determining environmental conditions,
- obtaining declarations from the bodies responsible for Natura 2000 areas, which comprise attachments to the application for additional investment funding.

In 2012, some regulations on environmental protection changed, e.g. the regulation on the acceptable noise levels in the environment, which introduced an increase in the values of acceptable noise levels in the environment. As a result, the areas exposed to exceedances of noise standards in the proximity of railway lines managed by PKP Polskie Linie Kolejowe S.A. was reduced by 70% when compared to the areas designated on the basis of the acoustic maps drawn up in 2011.

In addition, the Company's business was significantly affected by the new act on waste which introduced a number of new requirements and obligations for waste-managing entities, including PKP Polskie Linie Kolejowe S.A.

Geoinformation

Interactive Map of Railway Lines (MILK)

On 28 May 2012, the latest version of the Interactive Map of Railway Lines was made available to all employees of our Company. MILK is a GIS portal focused on railway lines. The new features include additional data (e.g. on railway crossings, areas where PKP Polskie Linie Kolejowe S.A. is carrying out works) and links to such systems as EWI 2, SEPE, Railway crossings base – "Przejazdy", and POSEOR.

Additionally, the data search and analytic tools offered by MILK have been modified or upgraded. Thanks to this, the portal is capable of meeting the most urgent needs in terms of access to the basic data about railway line networks and data visualisation. The numerous printing and "save as file" options will enable the users of MILK to create simple maps that can later be used to develop internal reports by the company employees as part of their ongoing tasks.

The MILK portal has been equipped with authentication instruments. It can be used without logging, but in such a case only a limited scope of data will be displayed. Access to the complete bank of data and all the functions is only granted to logged users. Even then, however, the range of access depends on one's privileges. This solution allows for efficient content management – not only by publishing information but also by precisely defining the recipients of the piece of information that has been made available. This is particularly important when sensitive data are published, as for obvious reasons they should only be accessible to a limited number of persons.

Since the Interactive Map of Railway Lines was launched, the scope of information offered by the portal has been systematically growing. As more data layers are introduced on a regular basis, the Company is being provided with more and more spatial information related to the wide range of issues. This is because MILK offers the possibility of presenting the spatial distribution of data in tabular forms – provided that it can be referred to a railway line number and a kilometre range.

At the same time, work is in progress on making one of the versions of the Interactive Map of Railway Line available on-line for the public.

Multifunctionality of the signs of track axis alignment

The Company introduced the requirements for installing signs of track axis alignment on supporting structures (poles) of the overhead lines system. The requirements standardised the model of the alignment sign used on the network of PKP Polskie Linie Kolejowe S.A. They also made it possible to use the alignment sign as a point of geodetic control which is a basis for all geodetic work.

Requirements were also introduced with respect to the principles and precision values of geodetic measurements for the purpose of installing multifunctional signs of track axis alignment.

These regulations determine:

- a standardised model of the signs of track axis alignment on electrified railway lines managed by PKP Polskie Linie Kolejowe S.A.,
- a method of stabilizing the sign – non-invasive to the protective layers of supporting structures,
- additional functions of the sign of track axis alignment (horizontal and vertical control),

- a method of taking measurements using the signs of track axis alignment,
- rules for the deployment of and required precision values for the railway geodetic control network.

International cooperation

As far as international relations are concerned, the Company continued the actions aimed at regulating and clarifying border issues with the infrastructure managers from the neighbouring countries, as well as implementing interoperability and improving safety at the points of contact of infrastructures based both on bilateral arrangements and on the European level. The exchange of knowledge and experience with respect to organisation and technical issues between PKP Polskie Linie Kolejowe S.A. and entities promoting rail transport was strengthened. The tasks implemented as part of the international policy were meant to facilitate seizing the available opportunities to build and reinforce the Company's position as an important element of the European network of railway infrastructure.

Bilateral cooperation

The year 2012 was yet another year of deepening cooperation and exchange of experiences and information with the Spanish manager of railway infrastructure (ADIF) and the Austrian manager of railway infrastructure (ÖBB Infrastruktur AG). In March, during the consultations of the Mixed Commission comprising members of PKP Polskie Linie Kolejowe S.A. and ADIF in Warsaw, the results of the cooperation achieved so far were summed up, which were compliant with the Framework Agreement of 2008. The work plan for the forthcoming year was also agreed upon. The work plan for 2012 assumes that the two companies will their experiences in the following key areas: public-private partnership (PPP) in infrastructure projects, safety management (SMS – safety management system) and oversize cargo transport. These subjects were partially covered during the meeting in Warsaw and during the workshops for the experts of PKP Polskie Linie Kolejowe S.A. organised in May in Spain. The Polish experience in the management of freight traffic, including the implementation of timetable development systems (SKRJ), as well as in the issue of level crossings safety were of much interest to the Spanish partners during the consultations organised in November in Spain. The cooperation between the two managers was positively assessed during the international (Polish-Spanish) consultations held in April 2012. In April 2012, an annual meeting of the Coordinating Committee PKP Polskie Linie Kolejowe S.A. – ÖBB Infrastruktur AG took place in Vienna. Its goal was to sum up the effects of the implementation of the stipulations set out in the 2011 Agreement concluded between the two infrastructure managers. Both parties positively assessed the effects of cooperation with respect to the development, maintenance, conservation and operation of the railway network. On the basis of the adopted work plan, directions of cooperation were established for the forthcoming year. Following these

stipulations, in July 2012 expert consultations of the two companies were held in Vienna, which were devoted to the exchange of information about and experiences in the safety system management. In November, in Warsaw, another seminar was organised by PKP Polskie Linie Kolejowe S.A. It provided an opportunity for sharing experiences and information related to the implementation of the Austrian GIS system and the Polish SILK system, both of which support the management of railway infrastructure facilities.

The year 2012 was particularly fruitful for the Company in terms of its cooperation with railway infrastructure managers from the neighbouring countries, with PKP Polskie Linie Kolejowe S.A. being very active in this respect. The Polish-Czech, Polish-German and Polish-Slovak relations focus on streamlining cross-border transport. This is achieved by closer cooperation with railway infrastructure managers from these countries.

In May 2012, the first cross-border forum took place in Krakow with the participation of the railway infrastructure managers from Poland and Slovakia and railway operators. The forum proved an important stimulus for strengthening of the Polish-Slovak cooperation between the railway infrastructure managers and operators from the two countries. Almost 70 people took part in this important event representing 17 transport companies from Poland and Slovakia. Since the EGIS consortium developed a feasibility study for the modernisation of the E65 - South route, PKP Polskie Linie Kolejowe S.A. actively collaborated with the Slovak partner in collecting the information necessary to develop this document. Due to the organisational changes in the two companies, the Local Border Agreements were updated as regards the cross-border traffic sections. On 18 October 2012, a meeting was held between the experts of PKP Polskie Linie Kolejowe S.A. and ŽSR during which a joint assessment was performed of the technical condition of the railway line tunnel on the Polish and Slovak border.

On 6 September 2012, in Cottbus, an annual Polish-German border conference was organised for the managers of railway infrastructure – PKP Polskie Linie Kolejowe S.A. and DB Netz AG – as well as railway operators. The objective of the meeting was to sum up the year-long work of the Permanent Working Group and the subgroups that operated within it. In the course of talks, the Parties presented, amongst others, their positions on the international and pan-European cooperation with respect to the freight corridor RFC 8 (Bremerhaven/Rotterdam/Antwerp-Aachen - Berlin - Warsaw - Terespol [Poland-Belarus border]/Kaunas) and on the matters of railway safety. Additionally, information was presented about the construction works in progress on the Polish and German infrastructure. On 18 September 2012, in Berlin, an annual meeting was held of the Presidents of PKP Polskie Linie Kolejowe S.A. and DB Netz AG. At the meeting, the two sides expressed their satisfaction with the development of the Polish-German cooperation with respect to the railway sections used in cross-border traffic and they assessed the results of the Polish-German Infrastructure Group (PKP Polskie Linie Kolejowe S.A. – DB Netz AG) on

the occasion of the fifth anniversary of its existence. The Presidents of the two companies recommended that the cooperation should be reinforced with respect to areas and issues that are of key importance to the two parties (construction of a bridge on the Lusatian Neisse River, repair of the Knappenrode - Horka railway line, repair and maintenance works on the Zgorzelec - Görlitz bridge, implementation of ERTMS on the cross-border sections, linking systems to facilitate traffic between railway stations where the system changes, and making arrangements as regards the transport of oversize cargo and its required gauges). Positive feedback was given on the cooperation of the two companies during their joint preparations and organisation of railway traffic for 2012 UEFA European Football Championship in Poland and Ukraine. It was also emphasised that the Polish-German border conferences organised by the Group are an example of model cooperation in terms of cross-border railway traffic. This is reflected in the operators' positive opinion of this form of cooperation and of the benefits achieved through the direct dialogue with the managers of railway infrastructure from the two countries. Furthermore, in 2012, the experts of PKP Polskie Linie Kolejowe S.A. actively participated in the preparation and negotiations of the agreements exerting a significant impact on the Company's operation. The agreements were signed on 14 November 2012 by the governments of the Republic of Poland and the Federal Republic of Germany in Berlin (Agreement on the cooperation in railway transport via the Polish-German border) and on 28 December 2012 in Szczecin (Agreement on the cooperation in the development of the Berlin - Szczecin railway link). Another event that is crucial for the Polish-German cooperation was the meeting of the Company's experts with the representatives of the Saxon railway industry. The meeting took place on 4 October 2012 at the Main Office of PKP Polskie Linie Kolejowe S.A. and was part of the visit of the Minister-President of Saxony who came to Poland with a delegation of businessmen.

As far as cooperation with the Czech partners is concerned, due to the changes in the Ie-1 signalling instructions, arrangements were made as regards the Local Border Agreements for cross-border traffic. They were discussed during the meeting of experts of PKP Polskie Linie Kolejowe S.A. and SŽDC held on 18-21 September 2012. On 15 November, an annual assessment of the technical condition of the border railway bridges was jointly performed, namely bridges on railway line no. 151 Kędzierzyn Koźle - Chałupki and railway line no. 190 Bielsko Biała Główna - Cieszyn.

On 24 September 2012, a meeting was held at the headquarters of PKP Polskie Linie Kolejowe S.A. to discuss the establishment of a new freight corridor Szczecin/Świnoujście - Wrocław - Międzylesie - (Czech Republic). The participants included the representatives of PKP Polskie Linie Kolejowe S.A., delegates of the Ministry of Transport, Construction and Maritime Economy, the Czech Ministry of Transport and SŽDC. On 9 December 2012, the management of the railway line on the section: Szklarska Poręba Górna - state border was taken over by the PMT Linie Kolejowe Sp. z o.o. Company. Due to this change, the Agreement between

PKP Polskie Linie Kolejowe S.A. and SŽDC of May 2011 had to be updated. Traffic management on that section was handed over to PKP Polskie Linie Kolejowe S.A. Therefore it was necessary to prepare the Regulations for Traffic Management on the Szklarska Poręba Górna - Harrachov section. The common border conference of the infrastructure managers PKP Polskie Linie Kolejowe S.A. and SŽDC with operators (which was scheduled to take place in the Czech Republic in 2012) was postponed by the Czech partner to autumn of 2013.

The year 2012 was also significant due to the new boost given to the bilateral relations with the partners across the eastern border. The cooperation with the Ukrainian Railways – comprising mostly the joint preparations of the railway traffic organisation during the 2012 UEFA European Football Championship hosted by Poland and Ukraine – grew stronger.

On 18-19 October 2012, the first conference of infrastructure managers PKP Polskie Linie Kolejowe S.A. and Belarusian Railways BCz with operators took place in Lublin. During the forum, the following issues – affecting the everyday activity in the cross-border area – were discussed: the role of Polish-Belarusian border crossings for railway transport from the West to the East, conditions of functioning of the border crossings between the Poland and Belarus. Also the plans and prospects for the development of transport via the Polish-Belarusian border were addressed. Following the provisions of the Agreement on the cooperation in the area of railway infrastructure management and the access to infrastructure for railway traffic via the border between the Republic of Poland and the Republic of Belarus, the experts of PKP Polskie Linie Kolejowe S.A. participated in the work of bilateral working groups developing Local Railway Border Agreements for the sections between Poland and Belarus. The completed documents were to be signed by the two parties in Q1 2013. In order to assess the technical condition of bridges, on 25 and 27 September 2012 meetings were held between the experts of PKP Polskie Linie Kolejowe S.A. and the representatives of the Belarusian Railways.

The year 2012 saw reaching the final stage of the negotiations regarding the contract on cooperation in terms of railway infrastructure management with the Lithuanian Railways LG (which is required by EU directives).

On 14 September 2012, at the request of the Ministry of Transport, Construction and Maritime Economy, PKP Polskie Linie Kolejowe S.A. organised the Rail Baltica Task Force Meeting. The participants included the representatives of the ministries of the countries engaged in the project implementation, as well as the representatives of the Directorate-General for Mobility and Transport (DG MOVE), TEN-T Executive Agency, the Finnish Ministry of Transport and the representatives of PKP Polskie Linie Kolejowe S.A. responsible for the implementation of the Rail Baltica Project, who presented to the participants information about the work progress as regards the part realised in the Republic of Poland.

In 2012, the Polish Ministry of Transport, Construction and Maritime Economy, together with the Dutch Ministry of Transport, decided to continue the Polish-Dutch cooperation in railway freight transport as part of the Memorandum of Cooperation of 14 June 2010. This way the bilateral cooperation between PKP Polskie Linie Kolejowe S.A. and the Dutch infrastructure manager ProRail was renewed. The two infrastructure managers resolved to tackle two priority subjects to be implemented jointly in 2012-2013:

- exchange of experience in ERTMS planning and implementation,
- exchange of experience in risk management.

In 2012, cooperation was established with the infrastructure managers in Great Britain and Sweden. In October 2012, as part of the "Rail for Growth" initiative promoted by the British Embassy, the representatives of PKP Polskie Linie Kolejowe S.A., including the President of the Company Management Board, participated in a study visit in London, which took place on 4-5 October. The visit, organised by the Ambassador of the Great Britain, was intended for the representatives of government administration and entities from the railway sector. The initiative made it possible to formally establish the Polish-British Railway Group. The issues tackled during the study visit comprised safety, PPP, innovative financing, opportunities and barriers, project management. The result of the talks held in London was the organisation of a common seminar in January 2013 at the Main Office of PKP Polskie Linie Kolejowe S.A. The seminar was to be attended by the experts of the British Company Network Rail. In November 2012, on the initiative of the Trade Advisor Office of the Swedish Embassy in Warsaw, a meeting was held at the Main Office of PKP Polskie Linie Kolejowe S.A. with the representatives of the Swedish infrastructure manager – Trafikverket. The aim of the meeting was to bring the cooperation closer with respect to the future collaboration and exchange of experiences in infrastructure management, including maintenance. It was agreed that the issue of railway lines maintenance in winter is one of the most interesting subjects for the two parties when it comes to sharing experiences. The Swedish party announced that a meeting on this subject will be organised during the planned Swedish trade mission in February 2013 in Warsaw.

Cooperation with international railway organisations in 2012

The representatives of PKP Polskie Linie Kolejowe S.A. took an active part in the works of various international organisations, including those involved in rail transport and public consultations held by the European Commission and EU institutions.

Since 2012, PKP Polskie Linie Kolejowe S.A. has been a full member of the Association of European Rail Infrastructure Managers (EIM). The Company's representatives participate in the works of the Political Executive Committee, Technical Steering Group, and numerous topic groups, e.g. specialising in the issues of infrastructure, power, safety, ERTMS, noise, charges and access fees.

PKP Polskie Linie Kolejowe S.A. participated in the works of the 1st, 2nd, 4th and 5th Commission of the Organization for Cooperation of Railways (OSŻD) as members of the delegation of the Ministry of Transport, Construction and Maritime Economy. In 2012, the works concentrated on the development of the document "Comprehensive plan of improving transport services and the development of OSŻD transport corridors by 2020".

Moreover, the Company's representatives took an active part in the works of working bodies of the International Union of Railways (UIC). The works comprise a number of issues, such as railway traffic safety, protection, operation, technical specifications for interoperability, environmental protection, and legal aspects.

PKP Polskie Linie Kolejowe S.A., as part of the World Security Platform UIC, heads the works of two working groups:

- "Crossing borders: the Schengen Area and other areas". The main objective of the group is to facilitate the functioning of railway undertakings in international services when borders are crossed under the Schengen Code principles,
- "Security of the international freight corridor". The main objective of the group is sharing the best practices in the area of freight transport security on the West-East routes.

In October 2012, during the 5th World Congress on Railway Security, a decision was made to merge the two groups into one and entrust PKP Polskie Linie Kolejowe S.A. with their leadership.

The experts of PKP Polskie Linie Kolejowe S.A. participate actively in the work of the organisation of railway security services and railway police forces – Colpofer, as well as in efforts made by its working groups. The PKP Polskie Linie Kolejowe S.A. Company is represented in management bodies.

PKP Polskie Linie Kolejowe S.A. takes part in the implementation of EU projects:

- Protectrail – from the moment the Consortium Agreement was signed by all of the 30 members; the project implementation commenced on 1 September 2010,
- Tempus – in October 2012, once the tender was settled, operation commenced of the Polish-French-Ukrainian-Russian-Latvian consortium.

PKP Polskie Linie Kolejowe S.A. played an important role in the formation of the RailNetEurope (RNE). A Company's representative is one of the Vice-Presidents of the RNE Managing Board. The Company's delegates participated in the work of the Corridor Managers Group, Legal Matters Group, and "Operations and After Sales" Group. In 2012, being an RNE member, PKP Polskie Linie Kolejowe S.A. joined the RNE TIS (Train Information System). Once the implementation work and system tests are completed in 2013, the main transport corridors in the network of PKP Polskie Linie Kolejowe S.A. will be entered into the Train Information System (TIS). The main task of TIS is to support international train management by delivering real-time data on the traffic of international passenger and freight trains. Being equipped in a report generation functionality, TIS is a source of data necessary to develop quality analyses, such as the European Performance Regime. Moreover, the system is used to develop reports on transport corridors. Relevant data on trains is processed directly from the national system of PKP Polskie Linie Kolejowe S.A. – SEPE. Another task of TIS is to solve problems occurring on borders, such as those resulting from the lack of compatibility between the national systems monitoring operations of international trains. When the system is active, it will be possible to monitor ongoing train runs taking into consideration the delays (their causes and duration, current information about train movement and anticipated time of arrival at the destination station) and the resultant time alternations of train rides. The recipients of operational data will be authorised operators who must first sign relevant agreements. Today, TIS has become an indispensable tool for operators helping them manage train traffic in international transport services. As it is possible to monitor how train timetables are realised, the operators receive updated data on the operation of their international trains in the whole of Europe.

Investments

Investment projects

Modernisation projects and other measures aimed at improving the condition of railway lines are among the most important task implemented by PKP Polskie Linie Kolejowe S.A. The funds earmarked for that purpose come from a number of sources: Cohesion Fund, European Regional Development Fund, budgetary resources, Company's own means and the Railway Fund.

With the Operational Programme Infrastructure and Environment, in 2012, PKP Polskie Linie Kolejowe S.A. performed work on trunk lines of fundamental importance for domestic and international passenger and freight transport. The majority of work focused, amongst others, on the Warsaw - Gdynia route (over 350 km long) as well as Krakow - Rzeszów and Wrocław - Poznań routes. Once modernisation projects have been completed, each of the three lines will permit passenger traffic with a speed up to 160 km/h, while in the case of the Warsaw - Gdynia trunk line, trains will be capable of running at 200 km/h.

In 2012, work commenced on modernisation of the first part of the route to Lithuania, Latvia and Estonia, namely the Rail Baltica line. The stage that is currently in progress comprises separation of tracks for commuter and long-distance trains. Another key investment is the construction of Łódź Fabryczna Station – a modern underground facility that for many years to come will be able to service the mounting traffic of passenger trains. The new railway station will be the starting point for the expansion of the Łódź railway node, but in addition to that, it will become a major point of interest in the modernised city centre.

In 2012, PKP Polskie Linie Kolejowe S.A. launched a series of investments co-financed by the EU the goal of which is to restore the potential of the existing railway lines. The revitalisation tasks in question will complement the ongoing modernisation work with the outcome being a more extensive network of railway lines with good technical parameters. This will translate into facilitating fast train journeys between big Polish cities. The first investment of this type has been in progress since mid-2012 between Toruń and Bydgoszcz. The railway line will have its design technical parameters restored along with the permissible speed of 120 km/h, which will streamline development of a network of long-distance and regional services. Further revitalisation projects will be implemented on, amongst others, the following routes: Koluszki - Częstochowa, Kalety - Kluczbork, Kluczbork - Ostrzeszów, Zawiercie - Dąbrowa Górnicza - Jaworzno Szczakowa and Inowrocław - Toruń - Jabłonowo Pomorskie.

Another important investment area is the introduction of the European Rail Traffic Management System – ERTMS and its two components, namely European Train Control System – ETCS and GSM for Railways – GSM-R. The ETCS system, which is being deployed on, among other places, the Central Main Line, will cut down the train ride from Warsaw to Krakow or Katowice to approximately two hours. Once lineside devices become capable of feeding data directly into the driver's cab, the system will not only improve traffic safety, but also allow trains to run with a speed of 200 km/h.

The series of revitalisation investments planned and realised since 2012 on the route between Włoszczowa, Częstochowa and Opole will contribute to the creation of the fastest Warsaw - Wrocław service in Poland. A ride between those cities will not take longer than 4 hours.

The Regional Operational Programmes are yet another crucial factor. They make it possible to modernise lines of local and regional importance. Thanks to the cooperation with the provincial government, modernisation work on the railway line between Łódź and Łowicz has been completed as planned. This contributed to re-launching of passenger services that were cancelled a few years ago. In 2012, the investment was expanded – the modernisation and construction programme covering 27 platforms commenced. These facilities are needed for the provincial authorities to create a system of rail services supporting Łódź and its conurbation. Yet another task implemented with the help of the provincial government – in this case the government of the Lubuskie Province – is construction of a ringroad for Czerwińsk station which will reduce the ride of passenger trains from Zielona Góra to Poznań by as much as 30 minutes.

The PKP Polskie Linie Kolejowe S.A. Company has completed many tasks related to rendering services supporting UEFA EURO 2012. The most important of these tasks included modernisation of the Warszawa Stadion passenger halt, located near the National Stadium. In addition, the event benefited tremendously from the completion of the railway link to Warsaw Chopin Airport.

Moreover, preparations for EURO 2012 involved renovation work on railway stations – for instance as part of the modernisation of Wrocław Główny Station, the old type of track superstructure by the platforms has been replaced with modern, ballastless structure.

More airport links are being built, amongst others, in the vicinity of "Solidarity" Szczecin–Goleniów Airport or in Szymany near Olsztyn.

The year 2012 witnessed the launch of trains on the new, electrified line to the newly-open airport in Lublin.

In total, the balance of the investments implemented by Polskie Linie Kolejowe S.A. in 2012 is impressive. In that year, PKP Polskie Linie Kolejowe S.A. modernised or upgraded rail infrastructure over the length of 940 km of tracks. Furthermore, 455 engineering structures were modernised, including 61 bridges, 77 viaducts, 316 culverts, as well as 113 platforms and 239 level crossings. Between 2007 and 2013, contracts were signed for modernisation of more than 4 200 km of tracks on railway lines. In that period, about 2 500 km of tracks were modernised, revitalised or otherwise improved and 2 300 km of tracks are being modernised at this very moment. The investment tasks of PKP Polskie Linie Kolejowe S.A. (nearly 230 of them) are going to be carried out until 2015. The upcoming EU financial framework 2014-2020 will pose a great challenge for the Company, but at the same it will open a window of opportunity for the Polish railways.

List of projects implemented under the OPI&E

Modernisation of railway line E65/C-E65 on the Warsaw - Gdynia section, LCC Ciechanów area
OPI&E 7.1-1.1

Modernisation of railway line E65/C-E65 on the Warsaw - Gdynia section - LCC Gdańsk area, LCC Gdynia
OPI&E 7.1-1.2

Modernisation of railway line E65/C-E65 on the Warsaw - Gdynia - LCC Iława area, LCC Malbork
OPI&E 7.1-1.3

Modernisation of railway line E65/C-E65 on the Warsaw - Gdynia section with respect to the superior layer for LCC, ERTMS/ETCS/GSM-R, DSAT and traction network power supply
OPI&E 7.1-1.4

Modernisation of railway line E65/C-E65 on the Warsaw - Gdynia section - LCC Działdowo area
OPI&E 7.1-41

Preparation work for the modernisation of railway line E65 - South, section: Grodzisk Mazowiecki - Krakow/Katowice - Zebrzydowice/Zwardoń - state border – stage 2,
OPI&E 7.1-42

Modernisation of railway line E59 on the Wrocław - Poznań section, stage 2, section: Wrocław - border of the Dolnośląskie Province
OPI&E 7.1-4

Modernisation of railway line E59 on the Wrocław - Poznań section, stage 3, Czempiń - Poznań section
OPI&E 7.1-5.1

Modernisation of railway line E20 on the Warsaw - Poznań section plus remaining work, section: Sochaczew - Swarzędz - PREPARATORY WORK
OPI&E 7.1-8

Modernisation of railway line E20/CE20 on the Siedlce - Terespol section, stage 2
OPI&E 7.1-9.1

Modernisation of railway line E20/CE20 on the Siedlce - Terespol section, stage 2 – PREPARATORY WORK
OPI&E 7.1-9.2

Modernisation of railway line E30, stage 2, Zabrze - Katowice - Krakow section
OPI&E 7.1-11.1

Modernisation of railway line E30, stage 2, Zabrze - Katowice - Krakow section – PREPARATORY WORK
OPI&E 7.1-11.2

Modernisation of railway line E30, stage 2, Bielawa Dolna – Horka section: construction of a bridge over the Nysa Łużycka River plus electrification
OPI&E 7.1-13

Modernisation of railway line E30, stage 2. Implementation of ERTMS/ETCS and ERTMS/GSM-R in Poland on the Legnica - Wrocław - Opole section
OPI&E 7.1-14

Modernisation of railway line E30, stage 2. Test implementation of ERTMS/ETCS and ERTMS/GSM-R in Poland on the Legnica - Węgliniec - Bielawa Dolna section
OPI&E 7.1-15.1

Modernisation of railway line E30, stage 2. Test implementation of ERTMS/ETCS and ERTMS/GSM-R in Poland on the Legnica - Węgliniec - Bielawa Dolna section – PREPARATORY WORK
OPI&E 7.1-15.2

Modernisation of railway line no. 8, construction of a railway link to Warsaw Chopin Airport (from Służewiec passenger halt to Warsaw Chopin Airport station)
OPI&E 7.1-18

Modernisation of railway line no. 8 on the Warszawa Okęcie - Radom section (LOT A, B, F)
OPI&E 7.1-19.1.a

Modernisation of railway line no. 8 on the Warszawa Okęcie - Radom section – PREPARATORY WORK
OPI&E 7.1-19.2

Construction of a railway link between Katowice International Airport in Pyrzowice and the cities of the Upper Silesian Conurbation, Katowice - Pyrzowice section – PREPARATORY WORK
OPI&E 7.1-20.2

Construction of a railway link between John Paul II International Airport Krakow–Balice and Krakow, section: Kraków Główny - Mydlniki - Balice
OPI&E 7.1-21

Modernisation of railway line E75 Rail Baltica Warsaw - Białystok - border with Lithuania, stage 1, section: Warszawa Rembertów - Zielonka - Tłuszcz (Sadowne)
OPI&E 7.1-22.1

Modernisation of railway line E75 Rail Baltica Warsaw - Białystok - border with Lithuania, stage I, section: Warszawa Rembertów - Zielonka - Tłuszcz (Sadowne) – PREPARATORY WORK
OPI&E 7.1-22.2

Modernisation of the railway line Warsaw - Łódź, stage 2, Lot A, section: Warszawa Zachodnia - Miedniewice (Skierniewice)
OPI&E 7.1-24.1

Modernisation of Warsaw - Łódź railway line, stage 2, Lot B – Łódź Widzew - Łódź Fabryczna section with Łódź Fabryczna railway station and construction of the underground part of Łódź Fabryczna railway station designed to handle arrivals and departures of trains and to service passengers
OPI&E 7.1-24.2

Modernisation of the Warsaw - Łódź railway line, stage 2, Lot A – other works
OPI&E 7.1-24.3

Construction of GSM-R infrastructure in compliance with the ERTMS National Implementation Plan on E20/C-E20 railway line, corridor F on the Kunowice - Terespol section
OPI&E 7.1-25

Analysis of the prospects for the Polish railway network development taking into account the limitations on railway nodes
OPI&E 7.1-26

Modernisation of railway line E30/C-E30 on the Krakow - Rzeszów section, stage 3
OPI&E 7.1-30

Construction of GSM-R system infrastructure, stage 1: on railway lines compliant with the schedule of the ERTMS National Implementation Plan
OPI&E 7.1-36

Feasibility study and pre-project documentation for the "Modernisation of railway line E65/CE65 on the section Grodzisk Mazowiecki - Krakow/Katowice - Zwardoń/Zebrzydowice - state border, railway stations: Czechowice-Dziedzice, Zebrzydowice, Zwardoń"
OPI&E 7.1-2.2

Enhancing the quality of transport services by improving the technical condition of railway line no. 18 Kutno - Piła on the Toruń - Bydgoszcz section
OPI&E 7.1-45

Construction of the Kraków Zabłocie - Kraków Krzemionki rail link
OPI&E 7.1-55

Improving safety and elimination of operational threats at railway crossings – stage 1
OPI&E 7.1-59

Enhancing the quality of transport services by improving the technical condition of railway line no. 132 on the Błotnica Strzelecka - Opole Groszowice section
OPI&E 7.1-65

Enhancing the quality of transport services by improving the technical condition of railway line no. 1 on the Koluszki - Częstochowa section
OPI&E 7.1-66

Enhancing the quality of transport services by improving the technical condition of railway line no. 61 and 700 on the Częstochowa - Fosowskie section
OPI&E 7.1-67

Enhancing the quality of transport services by improving the technical condition of railway line no. 353 on the Inowrocław - Jabłonowo Pomorskie section (excluding the Toruń Główny - Toruń Wschodni section)
OPI&E 7.1-68

Enhancing the quality of transport services by improving the technical condition of railway line no. 1, 133, 160, 186 on the Zawiercie - Dąbrowa Górnicza Ząbkowice - Jaworzno Szczakowa section
OPI&E 7.1-69

Enhancing the quality of transport services by improving the technical condition of railway line no. 143 on the Kalety - Kluczbork section
OPI&E 7.1-70

Improving safety by constructing new railway turnouts with optimised design standards
OPI&E 7.1-71

Construction of the western turnout track at Łódź Fabryczna station
OPI&E 7.1-72

Modernisation of railway line no. 7 Warszawa Wschodnia Osobowa - Dorohusk on the Otwock - Lublin section, PREPARATORY WORK (project documentation and tender materials)
OPI&E 7.1-73

Project documentation for the modernisation of E30 railway line on the Kraków Główny Towarowy - Rudzice section along with addition of commuter line tracks on the Kraków Główny - Kraków Płaszów - Kraków Bieżanów section
OPI&E 7.1-74

Modernisation of railway line E75 on the Sadowne - Białystok section along with the remaining works on the Warsaw - Rembertów - Sadowne section – PREPARATORY WORK (project documentation and tender materials)
OPI&E 7.1-75

Feasibility study for the construction of the railway line inside a tunnel from Łódź Fabryczna station to railway line no. 15
OPI&E 7.1-76

Pre-project and tender documentation for the modernisation of Gdańsk Port Północny station on railway line no. 226
OPI&E 7.1-77

Enhancing the quality of transport services by improving the technical condition of railway line no. 140 and 158 on the Rybnik - Chałupki section
OPI&E 7.1-78

Enhancing the quality of transport services by improving the technical condition of railway line no. 272 on the Kluczbork - Ostrzeszów section
OPI&E 7.1-79

Improving safety and elimination of operational threats at railway crossings – stage 2
OPI&E 7.1-80

Modernisation of railway line E65/CE65 on the Katowice - Czechowice-Dziedzice - Zebrzydowice section
OPI&E 7.1-2.1

Modernisation of railway line E65/CE65 on the section: Czechowice-Dziedzice - Bielsko-Biała - Zwardoń - state border
OPI&E 7.1-3

Modernisation of railway line Psary - Krakow (section: Psary - Kozłów and Kraków Batowice - Kraków Główny)
OPI&E 7.1-17

Modernisation of railway line no. 8 on the Warszawa Okęcie - Radom section (LOT C, D, E)
OPI&E 7.1-19.1.b

Construction of a railway link between Katowice International Airport in Pyrzowice and the cities of the Upper Silesian Conurbation, Katowice - Pyrzowice section
OPI&E 7.1-20.1

Modernisation of railway line E75 Rail Baltica Warsaw - Białystok - border with Lithuania, stage 1, section: Suwałki - Trakiszki - border with Lithuania)
OPI&E 7.1-23

Modernisation of railway line CE59 Wrocław - Zielona Góra - Kostrzyn - Szczecin, stage 1 (freight traffic dedicated railway line); section: Szczecin - Dolna Odra
OPI&E 7.1-31

Modernisation of railway line E20/C-E20 on the Łowicz - Skierniewice section,
OPI&E 7.1-33

Modernisation of railway line no. 14 on the Łódź - Zduńska Wola – Kalisz section
OPI&E 7.1-34

Adaptation of the CMK (Main Trunk Line) to a speed of 250 km/h on the Grodzisk Mazowiecki - Zawiercie section
OPI&E 7.1-35

Construction of GSM-R system infrastructure, stage 2: on remaining railway lines compliant with the schedule of the ERTMS National Implementation Plan
OPI&E 7.1-37

Modernisation of railway line E59 on the Wrocław - Poznań section, stage 4, border of the Dolnośląskie Province section - Czempin section
OPI&E 7.1-5.2

Modernisation of railway line E59 on the Poznań - Krzyż section,
OPI&E 7.1-6

Modernisation of railway line E59 on the Krzyż - Szczecin section,
OPI&E 7.1-7

Enhancing the quality of transport services by improving the technical condition of railway line no. 148 on the Pszczyna - Rybnik section
OPI&E 7.1-81

Modernisation of the cross-city line in Warsaw on the Warszawa Centralna - Warszawa Wschodnia section
OPI&E 7.1-82

Improving technical standards of engineering structures
OPI&E 7.1-83

Improving safety of footbridges over railway tracks
OPI&E 7.1-84

Improving the quality of passenger service
OPI&E 7.1-85

Pre-project documentation for the electrification of railway line no. 278 (E30) on the Węgliniec - Zgorzelec section
OPI&E 7.1-86

Pre-project documentation for the modernisation of railway line no. 202 on the Gdynia Chylonia – Słupsk section
OPI&E 7.1-87

Pre-project documentation for the modernisation and electrification of railway line no. 14 on the Ostrów Wielkopolski – Głogów section
OPI&E 7.1-88

Installation of a remote diagnostic system for railway automatic systems and turnouts on railway line no. 8 and 64 and E65
OPI&E 7.1-89

Improving railway traffic safety by purchasing specialised technical equipment
OPI&E 7.1-90

Development of documentation for the modernisation of Rzeszów Główny station
OPI&E 7.1-91

Project of improving rail access to the Port of Gdańsk (bridge + double-track railway line)
OPI&E 7.2-4.1

Project of improving rail access to the Port of Gdańsk (bridge + double-track railway line) PREPARATORY WORK
OPI&E 7.2-4.2

Integrated System of Public Transport in the Krakow conurbation
OPI&E 7.3-7

List of projects implemented under the Regional Operational Programmes

Małopolskie Province:

- modernisation of railway line no. 94 Kraków Płaszów - Oświęcim on the Kraków Bonarka - Kraków Swoszowice section (2008-2011),
- modernisation of railway line no. 96 Tarnów - Leluchów on the Tarnów - Stróże section (2009-2011).

Podkarpackie Province:

- improving accessibility of the railway line by modifying some elements of the infrastructure on the sections of railway line no. 106 Rzeszów - Jasło under the Regional Operational Programme for Podkarpackie Province for 2007-2013 (2008-2013),
- improving accessibility of the railway line by modifying some elements of the infrastructure on the sections of railway line no. 108 Stróże - Krościenko under the Regional Operational Programme for Podkarpackie Province for 2007-2013 (2008-2013).

Lubelskie Province:

- modification of the transport system along with modernisation of the railway viaduct and subway within Lublin Railway Station (2010-2013),
- modernisation of part of the technical infrastructure of railway line no. 7 Warszawa Wschodnia - Dorohusk within the Lublin Północny passenger halt and Świdnik railway station to improve the efficiency of transport services supporting the conurbation (2010-2012),
- modernisation of railway line no. 30 Łuków - Lublin Północny on the Lubartów - Lublin Północny section (2010-2013),
- modernisation of railway line no. 63 Dorohusk - Zawadówka Naftobaza (SZ) on the section: state border Dorohusk - Wólka Okopska at km 0.100-4.000 (2010-2012),
- modernisation of railway crossings to improve traffic safety at level crossings between railways and public roads in the Lubelskie Province with respect to

safety devices at the crossings (2010 - 2012),
- construction of an access track from Świdnik railway station to the terminal at Lublin Airport including the auxiliary infrastructure (2010-2012).

Wielkopolskie Province:

- modernisation of railway line no. 356 Poznań Wschodni - Bydgoszcz in the Wielkopolskie Province, which plays an important role in handling services from small towns to the Poznań conurbation on the Poznań Wschodni - Gołańcz section, stage 1 (2010-2013),
- modernisation of railway line no. 357 Sulechów - Luboń in the Wielkopolskie Province, which plays an important role in handling services from small towns to the Poznań conurbation on the Wolsztyn - Luboń section (2010-2012),
- modernisation of railway line no. 354 Poznań Główny - Piła Główna (Contract for development of a Feasibility Study. Deadline for the completion: December 2011 - April 2013).

Lubuskie Province:

- modernisation of railway line no. 358 on the Zbąszynek - Czerwieńsk section including the construction of the Pomorsko - Przylep rail link, bypassing Czerwieńsk railway station in the Lubuskie Province – stage 1 (2010-2013),
- modernisation of railway line no. 203 Tczew - Kostrzyn on the Krzyż - Kostrzyn section (from km 297 to km 343.453), (2010-2011),
- modernisation of railway line no. 367 Zbąszynek - Gorzów Wlkp. (2010-2011).

Pomorskie Province:

- revitalisation and modernisation of the so-called "Kościerzyna railway corridor" – the Kościerzyna - Gdynia section of railway line no. 201 – stage 1 (2007-2013),
- revitalisation and modernisation of the so-called "Hel railway corridor" – railway line no. 213 Reda - Hel (2007-2013).

Kujawsko-Pomorskie Province:

- revitalisation of railway line no. 207 Toruń Wschodni - Malbork on the Toruń Wschodni - Grudziądz section (2007-2013).

Warmińsko-Mazurskie Province:

- revitalisation and modernisation of railway line Olsztyn - Szczytno - Szymany (section: Olsztyn - Szczytno - railway line no. 219 and section: Szymany - Szczytno - railway line no. 35) as a rail link between the modernised airport in Szymany and Olsztyn – stage 1 (2007-2013).

Zachodniopomorskie Province:

- modernisation of regional railway line no. 402 Goleniów - Kołobrzeg including the construction of a rail link to Szczecin Goleniów Airport (2010-2013),

- modernisation of regional railway line no. 403 Wałcz - Kalisz Pomorski - Ulikowo (2010-2012).

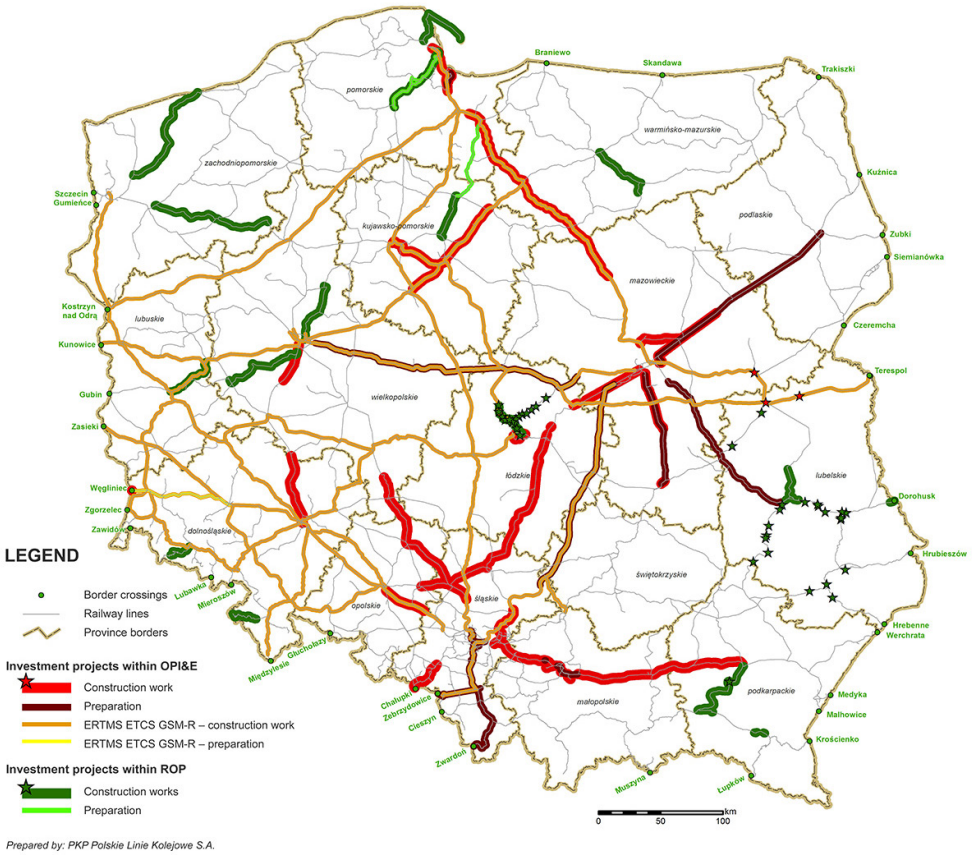
Łódzkie Province:

- modernisation of railway line no. 15 on the Bednary – Zgierz section including the construction of a rail link to Łódź Władysław Reymont Airport – stage 1 – modification of track superstructure on the Łowicz - Zgierz section.

Dolnośląskie Province:

- modernisation of regional railway line no. 309 Kłodzko Nowe - Kudowa Zdrój on the Duszniki Zdrój - Kudowa Zdrój section,
- modernisation of regional railway line no. 311 on the Jelenia Góra - Szklarska Poręba section.

Railway investments implemented by PKP Polskie Linie Kolejowe S.A. within the Operational Programme Infrastructure & Environment and Regional Operational Programmes



Planned and spent investment resources in 2012 by programmes

- Total:
  - » planned PLN 5 277.8 million,
  - » implementation PLN 3 888.2 million.

- Tasks carried out during the programming period 2004-2006 with the participation of state budget:
  - » planned PLN 1 048.3 million,
  - » implementation PLN 930.7 million.

- OPI&E:
  - » planned PLN 3 136.4 million,
  - » implementation PLN 2 105.2 million.

- Regional Operational Programmes:
  - » planned PLN 499.6 million,
  - » implementation PLN 410.4 million.

- Tasks co-financed from the Railway Fund:
  - » planned PLN 164.5 million,
  - » implementation PLN 166.1 million.

- Company's own means:
  - » planned PLN 216.1 million,
  - » implementation PLN 129 million.

- Tasks financed from reserves and savings made on projects:
  - » planned PLN 0 million,
  - » implementation PLN 99 million.

- Other tasks included in the PI:
  - » planned PLN 212.9 million,
  - » implementation PLN 47.8 million.

List of projects implemented under TEN-T:

- designing and building of ETCS level 1 on the section of railway line E65, Main Trunk Line, Grodzisk Mazowiecki - Zawiercie TEN-T 2009-PL-60151-P,
- feasibility Study of modernisation and extension of the Katowice Railway Node TEN-T 2010-PL-92245-S,
- building of ERTMS/ETCS level 1 along railway line E20/C-E20 on the Kunowice - Warsaw section TEN-T 2011-PL-60002-P,

- modernisation of the Warszawa Włochy - Grodzisk Mazowiecki railway line – preparatory work TEN-T 2011-PL-93141-S.

Information about contracts concluded in 2012

Regional Operational Programmes:

- in 2012, 19 contracts were concluded of the net value of PLN 108.8 million.

Operational Programme Infrastructure & Environment:

- in 2012, 70 contracts were concluded of the net value of PLN 4 062.8 million.

Sources of finance

The main source of financing for the investments implemented by PKP Polskie Linie Kolejowe S.A. were the following EU funds:

ISPA

The fund was one of the three pre-accession financial instruments created by the European Union. Its primary purpose was to support the candidate countries wishing to become members of the European Union in the field of social and economic cohesion through co-financing of large investment projects in the sector of transport and environment.

In the years 2000–2003, the European Commission earmarked the total amount of EUR 876 520 900 for the modernisation of railway lines as part of the issued financial decisions (eligible costs that could be co-funded from the EU funds). The ISPA resources were spent on the modernisation of railway lines constituting the Pan-European transport corridors.

COHESION FUND

Upon Poland's accession to the European Union the fund was the source of finance for unfinished projects subject to the Commission's decision on assistance under Regulation (EC) No. 1267/99, which established the Instrument for Structural Policies for Pre-Accession Assistance. Its overall objective is to strengthen the economic cohesion of the European Union by financing major projects including the development of transport infrastructure and environmental protection. The resources available under the Cohesion Fund are instrumental for the implementation of such projects as modernisation, modification and expansion of the trans-European transport network (TEN-T).
Within the framework of the Cohesion Fund, the European Union has issued financial decisions on the implementation of railway projects in Poland for a total amount of EUR 557 097 200.

STRUCTURAL FUNDS

European Regional Development Fund

The purpose of this fund is to help counteract the regional imbalances in the European Union through participation in the development and structural adjustment of underdeveloped regions and conversion of declining industrial regions.

In 2012, PKP Polskie Linie Kolejowe S.A. continued the railway line modernisation projects co-funded from the ERDF within the Regional Operational Programmes.

TEN-T FUND

The aim of the projects co-financed from the TEN-T budget is the balanced development of transport networks in the European Community, integration of all modes of transport, cohesion and interoperability of the trans-European transport network and the improvement of safety and environmental protection standards.

UTILISATION OF FUNDS AS AT 31 DECEMBER 2012 FOR ALL ISPA/CF and CF PROJECTS

The current utilisation status of the co-funding provided from CF resources for ISPA/CF and CF projects implemented as part of the 2000-2006 perspective:

- amount of the EU grant awarded by the European Commission for all ISPA/CF and CF projects – EUR 1 126 288 400,
- amount of the grant used by PKP Polskie Linie Kolejowe S.A. excluding the system and individual adjustment – EUR 1 092 922 400,
- amount of the grant used including the system and individual adjustment – EUR 1 070 240 800.

The utilisation degree of the grant awarded by the European Commission, including the system and individual adjustment, amounted to 95%.

The financial flows of the EU grant under ISPA/CF and CF as at 31 December 2012 were as follows:

- received indirect payments – EUR 923 883 300,
- received final payments – EUR 23 251 200,
- final payment claims submitted to the European Commission (funds from the CF that have not so far been transferred to PKP Polskie Linie Kolejowe S.A.) – EUR 123 106 300 (including the system and individual adjustment).

Current utilisation status of TENT-T co-funding:

- amount of the awarded co-funding from the TEN-T budget as part of the signed decisions of the European Commission – EUR 33 416 000,

- amount of the co-funding from the TEN-T budget to be used by PKP Polskie Linie Kolejowe S.A., including the signed and planned agreements with contractors – EUR 23 059 900.

The utilisation degree of the co-funding granted by the European Commission from the TEN-T budget in relation to the amount of the co-funding to be used by PKP Polskie Linie Kolejowe S.A., including agreements with contractors, was 69%.
The financial flows of the TEN-T co-funding as at 31 December 2012 were as follows:

- received TEN-T funds in advance and final payments – EUR 11 913 300,
- TEN-T funds to be obtained in advance and final payments – EUR 11 146 600.

Investment forum

PKP Polskie Linie Kolejowe S.A. collaborates with over 14 000 contractors, among whom the most important are investment contractors. For a long time, the relations between the Company and its contractors were either formal (at the stage of tender procedure, mainly) or business-like in nature (at the level of project directors and contract managers). At the strategic level, however, communication was missing. In order to create such a platform which would connect all the entities engaged in EU funds spending, i.e. a managing, intermediate and implementing body, as well as entrepreneurs and the beneficiary (PKP Polskie Linie Kolejowe S.A.), the Investment Forum was set up. The preliminary meeting of the Forum took place on 12 December 2012 and it received a positive feedback from the participants.

The Forum's main objectives are:

- developing common statements based on the knowledge of all parties that act for the benefit of the railway construction industry and are willing to discuss crucial issues, point to problems, offer solutions and support cooperation standardisation and optimised cooperation,
- making investment processes more efficient through an ongoing dialogue and exchange of information with the milieu of companies providing services in the area of infrastructure contractorship,
- creation of a communication platform between the managing, intermediate and implementing body, as well as entrepreneurs and the beneficiary (PKP Polskie Linie Kolejowe S.A.) to share experiences more effectively and to support the implementation of changes precipitating the implementation of railway investments.

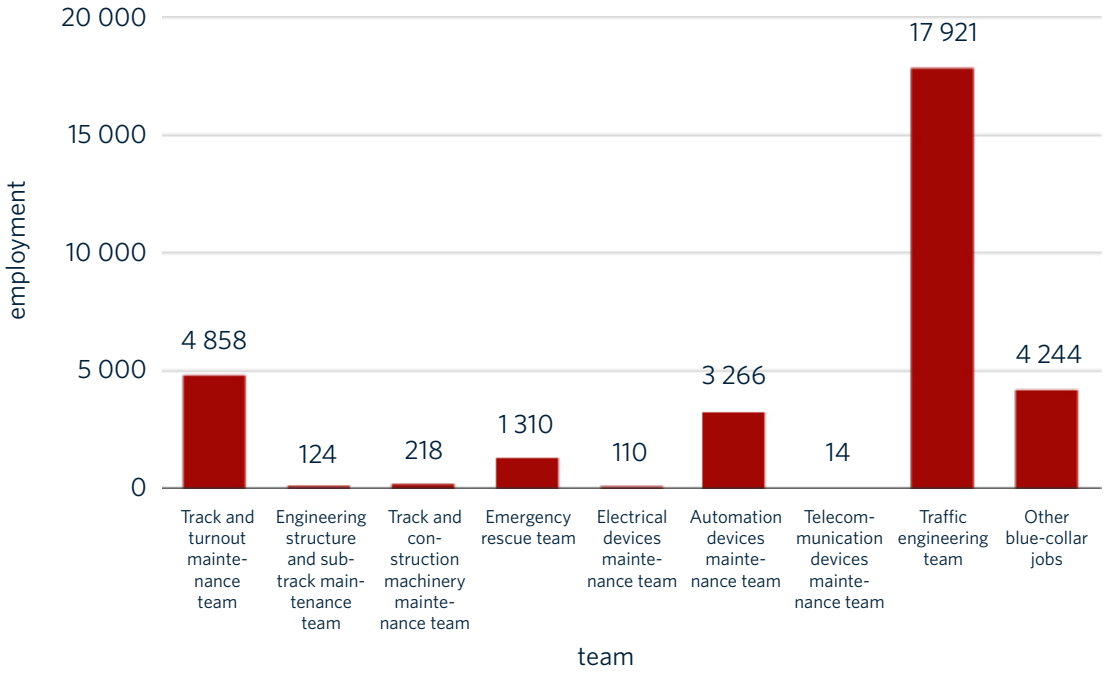
Establishment of the Investment Forum is a step towards the development of good practices to be utilised during another EU framework 2014-2020.

Human resources

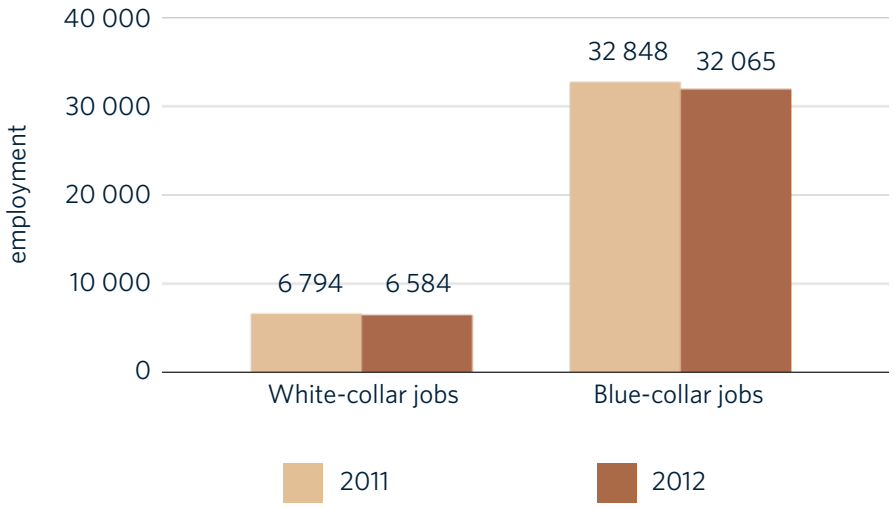
Employment analysis

The year 2012 was yet another year in which efforts were made to rationalise the employment level in the Company. In comparison to 2011, the employment level decreased by 993 persons, reaching 38 649 employees. As regards blue collar jobs, this number fell from 32 848 workers (as at 31 December 2011) to 32 065 workers (as at 31 December 2012), with the difference being 783 persons (2.38%) having been made redundant. As regards white collar jobs (including administrative positions), the employment level fell from 6 794 (as at 31 December 2011) to 6 584 employees (as at 31 December 2012), namely 210 persons (3.09%) had left the Company. The largest reduction took place in the traffic engineering service team (from 18 383 to 17 921 employees, which is 462 persons and 2.5%, respectively).

Employment – blue-collar workers (as at 31 December 2012 – persons)

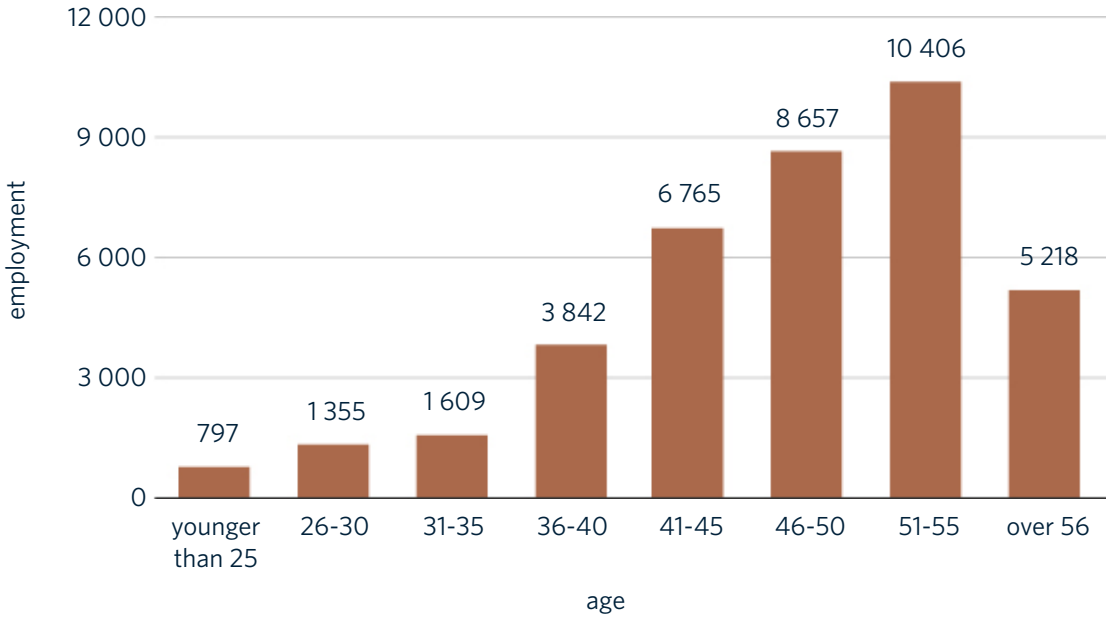


Employment per professions (as at 31 December 2012 – persons)



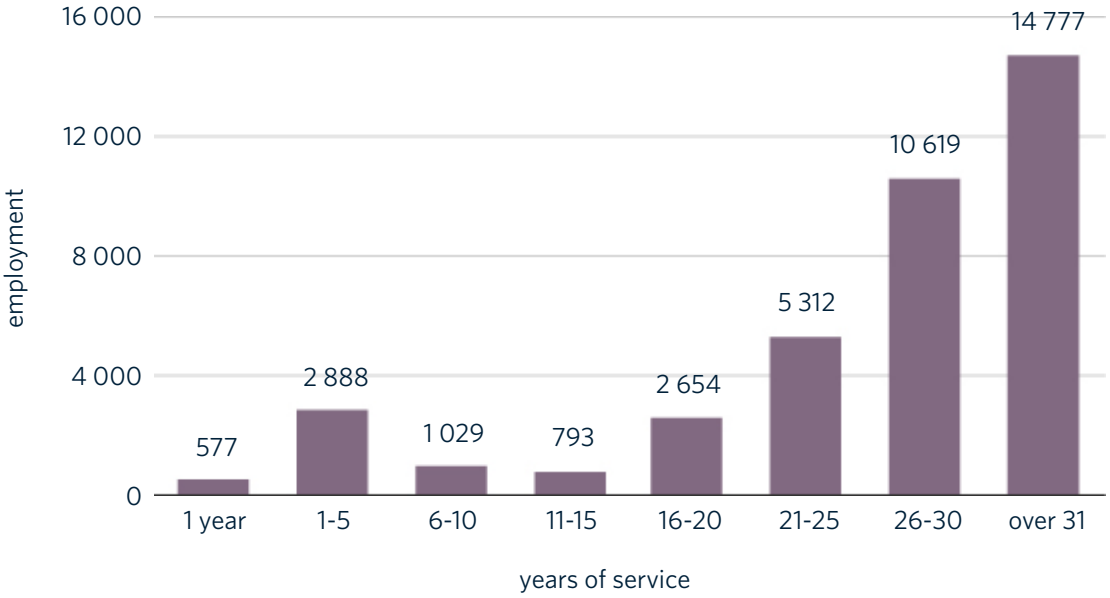
Aside from numerical changes, the year 2012 saw changes in the age structure of the Company's personnel. The employees aged 25 and less comprised 2.06% of the whole workforce (797 employees) – in this category the number of employees decreased by four persons, namely 0.49%. The employees aged 26-50 are the largest group in the Company (who are people in the period of their most intensive professional activity). They comprised 57.51% of all the members of the staff (22 228 persons). In this category, the decrease in the employment level was 1 591 employees, namely 6.67%.The third category are persons aged 51 and more. In 2012, they comprised 40.43% of the whole staff (15 624 persons). In this group the employment grew by 602 employees, namely approx. 4%.

Employment structure by age (as at 31 December 2012 – persons)

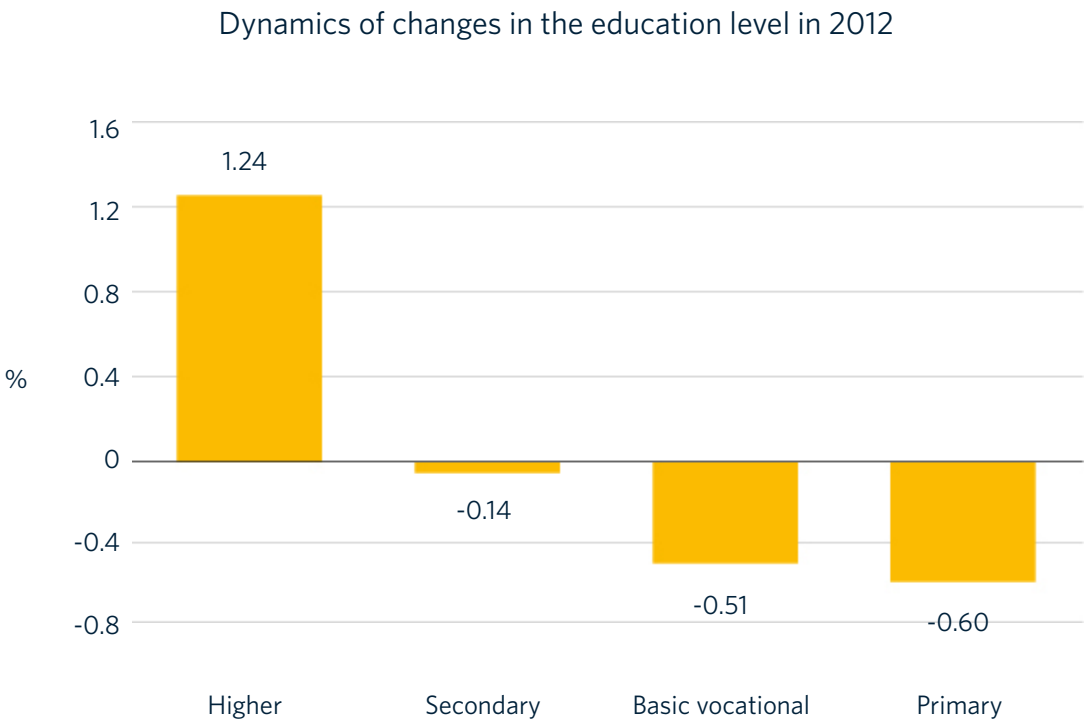


Employees with years of service up to 10 years comprised 11.63% of the staff (4 494 persons) – in this group an increase by 382 employees, namely about 0.96%, was recorded. Employees with years of service from 11 to 20 years comprised 8.92% of the personnel (3 447 persons) – a decrease by 346 employees, namely about 0.87%. The most numerous group in the Company is composed of persons with 21 or more years of service, who comprise 79.45% of the total number of employees (30 708 persons). In comparison to 31 December 2011, this group recorded a decrease by 1 029 employees, i.e. by approx. 2.6%.

Employment structure by years of service (as at 31 December 2012 – persons)



In 2012, we observed further positive developments in terms of the education structure of the Company's personnel. The most important factor in this case was the increase in the number of employees with an academic degree with the simultaneous decrease in the number of people with secondary, basic vocational or primary education. This results from Company's conscious policy which aims at recruiting highly-qualified employees and implementing continuous education programmes for the staff.

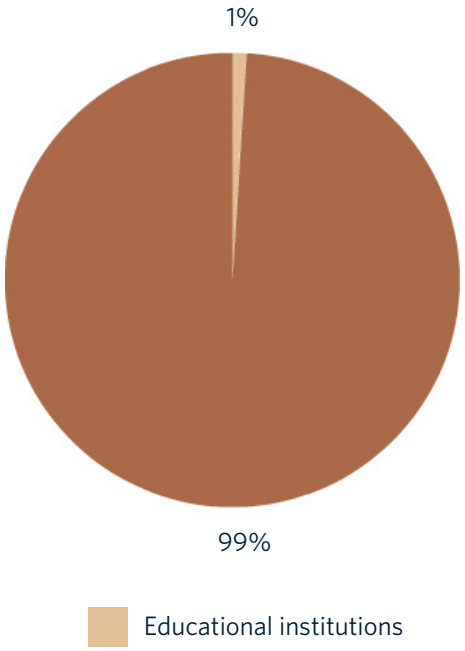


Staff development

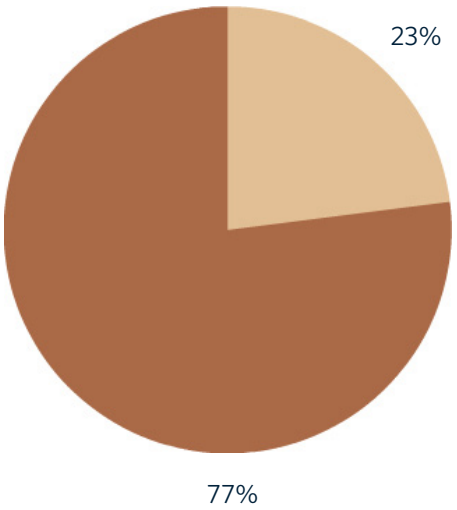
Having competent and professional employees is one of the priorities of the Company. Because of that, PKP Polskie Linie Kolejowe S.A. pays much attention to the development of professional skills by its personnel. To realise this objective, considerable funds are earmarked each year for staff training schemes, their participation in conferences and seminars, improving their qualifications or teaching them foreign languages.

In 2012, the staff development programme had in total 99 496 participants. Of that number, 98 696 underwent training while 800 persons improved their qualifications at various educational institutions.

Share of particular forms of upskilling



Share of expenses incurred on particular forms of upskilling



Educational institutions

Training schemes

The most important goal for the Company was upskilling of the employees directly involved in ensuring railway traffic safety, the persons responsible for investment implementation and the managerial staff.

The actions and programmes introduced and completed in 2012 intended for traffic safety staff included:

- Training for traffic orderlies teaching them how to work in stress situations. Within 7 weeks, 375 training events took place in 23 locations, which amounted to 215 training days. The participants included 9 101 train dispatcher. The programme of this training project focused on the work performed while maintaining constant concentration resulting from the need to respond to multiple external and internal stimuli, the burden of responsibility for managing railway traffic and stress-coping techniques. Undergoing soft skill training became a permanent obligation for train dispatcher.
- Extraordinary training held for the group of train dispatcher covering the responsibilities of employees in charge of railway traffic control, combined with the presentation of, amongst others, the results of investigations related to railway accidents.
- Training for diagnosticians responsible for determining permissible train speeds depending on the condition of track superstructure.

Yet another group of training schemes was planned for the employees implementing investment projects. It focused on:

- using the MS Project application,
- public procurement law,
- FIDIC procedures,
- regulations applicable to environmental protection,
- surveying,
- construction works.

The MS Projects workshop had 240 participants (17 training groups). The sessions focusing on the public procurement law had 396 participants (28 training groups). The training sessions on FIDIC, environmental protection and construction works began in Q3 2012 and were attended by 193 participants. In total, in 2012, 829 persons underwent training as part of the cycle of closed sessions on investment processes.

Development of managerial skills

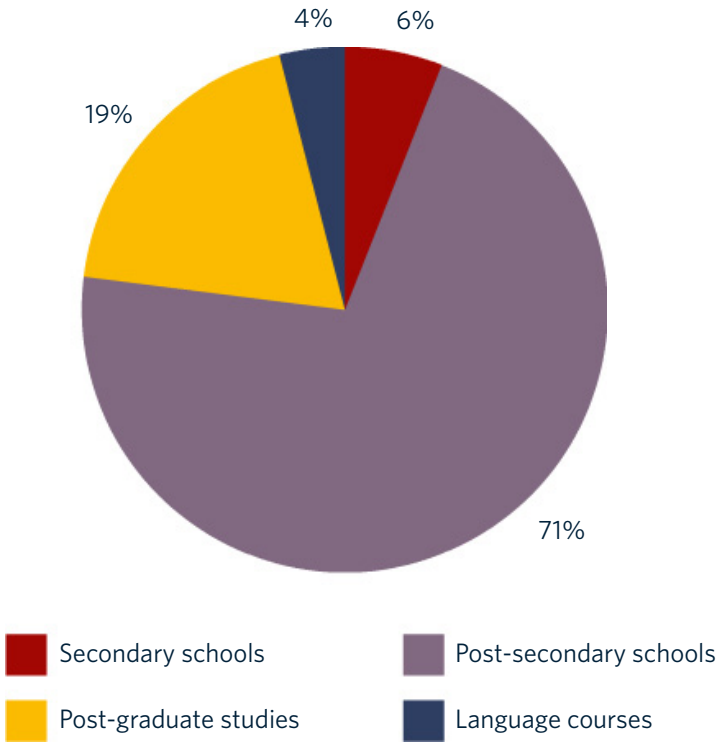
With the Company's intention of correct and effective implementation of railway investments in 2012, a competence evaluation was performed (using the assessment centre method) on the persons responsible for the management of investment processes, namely project managers and contract managers. On the basis of the results of this assessment, individual competence development programmes were prepared for the staff.

In addition, the senior and middle managers continued their postgraduate managerial studies organised by Związek Pracodawców Kolejowych (Association of Railway Employers) and the Gdansk Foundation for Management Development. In 2012, 18 employees continued their MBA studies.

Additional training

Thanks to the support from PKP Polskie Linie Kolejowe S.A., its personnel could benefit from financing of their education at high schools and colleges (studies, post-graduate studies), as well as of their foreign language courses. The largest group of employees continuing their education are persons that began studies at the academic level (567 persons). The most popular fields of post-secondary education are: construction, transport, management, administration and safety.

Percentage share of the number of participants in particular forms of upskilling



In 2012, a group of Company's employees continued engineering studies at the Military University of Technology in the field of construction (specialisation: railroads). The group consisted of 29 workers who had signed contracts for the financing of tuition fees. Once they have completed these studies, they will be competent in railroad construction, which will be a step towards obtaining building licences.

Apart from the aforementioned engineering studies, in 2012 the postgraduate studies "Designing track layouts and railway surveying" were continued. They were launched in 2011, in cooperation with the Military University of Technology and the CS Szkolenie i Doradztwo Sp. z o.o. Company. The studies had 31 participants. The objective of this programme was to provide the students with knowledge of the new solutions in designing, construction and operation of railway lines and stations.

Cooperation with schools

PKP Polskie Linie Kolejowe S.A. cooperates with secondary schools with respect to railway-related courses in order to produce human resources capable of filling positions directly related to ensuring railway traffic safety, which were established with the Ordinance of the Minister of Infrastructure of 18 February 2011. The graduates of those schools boast sufficient competence to require a much shorter on-the-job training prior to being assigned a specific job, if they are hired by the Company. As part of cooperation with the schools, the Company offers support to their managers with respect to developing curricula for vocational subjects,

internship programmes and their performance. Based on this cooperation, Company's representatives have taken part in educational expos and "open days" organised by the schools involved. Moreover, the company is actively involved in actions aimed at recruiting candidates for schools with railway profiles – by printing brochures promoting the railway-related courses and by launching Facebook campaigns.

In 2012, as part of the scholarship programme, 19 agreements were concluded with the students of schools in Siedlce, Sosnowiec and Skarżysko-Kamienna. Once they finish their education, the Company will offer them jobs, while the graduates will be obliged to accept them and perform their duties for at least the period equivalent to the period of receiving financial support. The schools that cooperate with the Company offer the following specialisations:

- rail transport technician,
- railroads and railway bridges technician,
- railway traffic automatic control devices technician,
- power supply for rail transport technician.

Currently, PKP Polskie Linie Kolejowe S.A. cooperates with 9 secondary schools and it has signed 5 more letters of intent with further institutions.

External communication

KolejTV – Railway online television

Impartial, independent, professional. News, comments, facts... everything you will never see on standard television. First-hand information, experts' opinions and analyses.

KolejTV is the first information programme about railway-related issues. Once a week it brings its viewers news about this mode of transport in Poland and the whole world. The concept of this broadcast was created in September 2009. A group of journalists – railway enthusiasts – decided to present both broad and narrow-gauge tracks from an entirely new perspective. Working together with the staff of rail operators we launched a new information programme. It has been four years since we started producing KolejTV – a programme about all the aspects of the railway market. Our broadcast proves that this mode of transport can be modern, safe, environmentally friendly and... interesting.

Internet

Every week, you can watch new episodes on www.kolejtv.pl, YouTube and on industry-related web portals.

On the website of the programme you can watch old episodes, catch up on the news from Poland and the rest of the world, study the event calendar or the results of the weekly survey, look for railway-related terms in the dictionary co-edited by website users, or read viewers' comments and opinions.

The most important part of this project is the audience's involvement in the production of our railway television. Because of that the editorial staff often organises various surprises and competitions for the enthusiasts of KolejTV. So far we have broadcast more than 200 episodes. In addition, we have active profiles on social networks, such as Facebook and NK (formerly Nasza Klasa – social networking site).

Television

Since January 2011, you can watch KolejTV on the lineup of the Warsaw-based TVP INFO. Our programme is broadcast every Monday, at about 6:05 pm, and the episodes can also be watched on www.plk-sa.pl, www.pkp.pl and other industry-related web portals.

"Safe crossing – Stop and live!" campaign

Since 2005, the PKP Polskie Linie Kolejowe S.A. Company, wishing to propagate good examples of behaviour at level crossings, has been continuously implementing a social campaign "Safe crossing – Stop and live!". The main objective of the campaign is to build awareness of the threats posed by not paying sufficient attention as well as to create socially desirable patterns of behaviour and attitudes. The campaign targets all road users: drivers, cyclists and pedestrians, with separate initiatives addressed to children.

In October 2012, the campaign gained a new component, namely a new initiative called "Zero tolerance for people crossing railway tracks in forbidden places". To this end:

- The PKP Polskie Linie Kolejowe S.A. Company is working on including the aforementioned campaign in the Operation Lifesaver project. The efforts made as part of this project, which aim at reducing the number of railway accidents, casualties and injured, are known all over the world. A part of the campaign is safety training of all users of railway areas and level crossings. To achieve that special instructional films were produced, as well as brochures, manuals and other materials suitable for specific age groups. By joining the project, the Company will gain access to all the solutions that have been developed to date under the Operation Lifesaver.
- Instructional meetings with children and the youth have been expanded to cover the issues of crossing tracks in prohibited places.
- The campaign organisers are co-operating with Railway Security Guard Chief Command (Komenda Główna Straży Ochrony Kolei) in order to increase the number of Guards' patrols in the vicinity of unauthorised track crossings.

Some of the actions taken by the Company's employees in 2012 include:

- performing 23 simulated car-train accidents,
- organising 102 instructional meetings as part of the initiative "September – a month of education",
- removing 37 defects that had been reported using the on-line form (REPORT A DEFECT), available at www.bezpieczny-przejazd.pl. By submitting a report each user of a railway crossing may notify the Company of the irregularity he or she has noticed, thus helping to eliminate the risk of potential accident at the indicated level crossing,
- participating in seminars and conferences on issues pertaining to road traffic safety,
- continuing the control of safety level at level crossings as part of the project "Safe Monday" (4th edition),
- publishing a monthly newsletter containing statistical data, reports on

completed activities, announcements of planned events, etc. (378 subscribers in 2012),
- publishing an educational workbook for children aged 6-10 that helps the youngest participants in road traffic to learn more about the principles of safety at level crossings,
- organising exhibitions related to the aforementioned campaign (e.g. in Olsztyn, Tczew, Gdańsk, Białystok).

You can find more information about the campaign, statistics, multimedia content as well as the list of completed and planned activities at www.bezpieczny-przejazd.pl.

Man of the Year – Friend of Railways Gala competition

On 5 November 2012, during a Gala held in the Bogusławski Hall of the National Theatre in Warsaw (which was brimming with guests), PKP Polskie Linie Kolejowe S.A. and the Railway Business Forum announced the winners of the eighth edition of the competition *Man of the Year – Friend of Railways*.

Following the new rules of the competition introduced in 2012, the winners were awarded prizes in a form of the titles *Man of the Year – Friend of Railways* and *Friend of Railways*.

The prize *Man of the Year - Friend of Railways* is awarded for extraordinary achievements in the field of rail transport observed in the specific year of the competition. This year the prizes went to:

- Henryk Gruca, President of the Management Board at Lotos Kolej Sp. z o.o. – for his company's becoming one of the largest rail freight operators in Poland,
- Zbigniew Konieczek, President of the Management Board at NEWAG S.A. – for R&D work focused on construction of rail vehicles for passenger transport and metro, as well as for locomotive modernisation programmes,
- Janusz Malinowski, President of the Management Board at PKP Intercity S.A. – for stabilising the company's situation and completing the challenging task of organising the rail transport during UEFA EURO 2012,
- Professor Marek Sitarz, Head of the Department of Railway Engineering at the Silesian University of Technology – for his activity in education and building bridges between science and business in rail transport,
- Witold Stepień, Marshal of Łódź Province – for treating rail transport as a priority for the Łódź conurbation and for his contribution to the development of this mode of transport,
- Zdzisław Myszor, train guard working for PKP Intercity S.A. and Paweł Ważny, head of the train of PKP Intercity S.A. – for their brave attitude shown during the elimination of the effects of the train crash at Szczekociny.

The *Friend of Railways* prize is awarded for outstanding achievements in the field of rail transport to natural persons, legal persons or other institutions irrespective of the period when their activity took place. The prizes were awarded to:

- Michał Rymarz, a long-time employee of railway companies – for his extraordinary enthusiasm and commitment to his professional work and for his social work aimed at promoting the railways,
- Leszek Skolasiński, a long-time employee of railway companies – for his great passion and persistence in the promotion of intermodal transport,
- Jerzy Zalewski, President of the Management Board at Biuro Realizacji Inwestycji Koltech Inwestor Sp. z o.o. – for his outstanding professionalism and commitment to facilitating investment processes related to railway infrastructure,
- Polish Association of Railway Enthusiasts – for preserving the tradition of Polish technical ideas to rail transport and popularising them.

As in the previous years, the *Man of the Year – Friend of Railways* Gala gathered under one roof an assembly of people devoted to supporting rail transport in Poland. It is a noteworthy fact that in 2012 this unique ceremony gained an even more special and innovative climate as it was the first event of this kind to have been produced in whole using the 3D technology.

Grand opening of Warszawa Stadion passenger halt

As part of the project "Railways ready for 2012", on 19 May 2012, the grand opening of the renovated Warszawa Stadion passenger halt took place. The event organisers were Polskie Koleje Państwowe S.A., PKP Polskie Linie Kolejowe S.A. and PKP Intercity S.A. Special guests included Donald Tusk, Prime Minister, and Sławomir Nowak – Minister of Transport, Construction and Maritime Economy.

The new white and red colours and landscape architecture of the halt had been selected and designed so that they could correspond neatly with the elevation of the National Stadium. Two broad platforms and convenient exit ways offer efficient and functional passenger service. Additional amenities facilitating passengers' movement include lifts and escalators. Modern digital displays present data on arrival and departure times while security cameras at platforms ensure safety of travellers.

In order to add splendour to the opening, seven locomotives with special UEFA EURO 2012 designs stopped at the new passenger halt. Some of them carried the colours of specific football teams that played in the football championship, a few others carried images of the new stadiums. The participants in the event had a unique chance to leave their names on the locomotive named "Poland".

The event organisers provided a number of attractions, such as the presentation of a special-purpose monitoring truck of the Railway Guards (Mobile Monitoring Centre). The vehicle is used to carry out security tasks on railway premises.

Equally interesting were demonstrations by officers of the Railway Guards – using police dogs, apprehending and overpowering of a criminal brandishing a firearm, stopping a car and overpowering of thieves attempting to escape in a car, as well as a martial arts demonstration.

Contact details

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Sales Department:
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Investment Implementation Centre:
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Map of railway lines

The map of polish railway lines administrated by PKP Polish Railway Lines and other administrators



LEGENDA / LEGEND

Łódź — wybrane punkty eksploatacyjne / selected operational points (stations and stops)

przejścia graniczne / border crossings

123 — numer linii kolejowej / number of railway line

linie zarządzane przez PKP Polskie Linie Kolejowe S.A. / railway lines managed by PKP Polskie Linie Kolejowe S.A. :

- jednotorowe zelektryfikowane / electrified single track line
- jednotorowe niezelektryfikowane / not electrified single track line
- dwutorowe zelektryfikowane / electrified double-track line
- dwutorowe niezelektryfikowane / not electrified double-track line

linie kolejowe zarządzane przez innych zarządców / railway lines managed by other infrastructure managers :

- jednotorowe zelektryfikowane / electrified single track line
- jednotorowe niezelektryfikowane / not electrified single track line
- dwutorowe zelektryfikowane / electrified double-track line
- dwutorowe niezelektryfikowane / not electrified double-track line

- granica państwa / state border
- wybrane miasta / selected cities
- obszary działania zakładów linii kolejowych / railway lines plant (obowiązują od 1 stycznia 2010 r.)