



MPK Poznan bought 45 trams Solaris Tramino within Operational Programme Infrastructure and Environment

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Infrastructure investments support in the transport sector from the European Union funds

Investments in transport infrastructure are one of the crucial factors levelling disproportion in the regions development. The actions, according to the Treaty on functioning of the European Union [2] range i.a. financial support from the Cohesion Fund and from structural funds. In financial perspectives for 2007–2013 the funds involved in executing the National Strategic Reference Framework also called the National Cohesion Strategy, will come out at about €85.6 bn., including:

- €67.3 bn. from EU budget,
- €11.9 bn. from domestic public funds (including approx. €5.9 bn. from the state budget),
- approx. €6.4 bn. from the private funds [4].

Transport infrastructure investments, co-funded by European Union are carried out, within the Operational Programme Infrastructure and Environment (OPIaE) [7], the Operational Programme of Eastern Poland Development (OPoEPD) [9] and of sixteen regional operational programmes.

As planned, the total value of funds to support these investments in the current programming period would amount over €24.9 bn., i.e. almost 37% of the available allocation. These funds will be committed to the spot and linear infrastructure elements of

different transport branches, as well as to purchase new means of transporting and implementing intelligent transport systems.

The Operational Programme Infrastructure and Environment

The Operational Programme Infrastructure and Environment is the greatest program in which the Polish cohesion policy is currently being carried out. Funds involvement from the European Union in this program amounts over €28 bn., i.e. 42% of the National Strategic Reference Framework allocation. It is also the most important transport infrastructure development programme. 71% of the EU contribution was allocated in it.

Transport investments are co-financed in three out of fifteen Operational Programme Infrastructure and Environment priority axes, such as:

- ◆ the VI axis: Road and air network TEN-T,
- ◆ the VII axis: The transport friendly to the environment,
- ◆ the VIII axis: The transport safety and domestic transport networks.

Planned actions within the Operational Programme Infrastructure and Environment had the essential impact on improvement

Table 1. The Operational Programme Infrastructure and Environment forecast output indicators concerning the transport infrastructure

Indicator Name	Assumed value in the target year of 2013 (2015)
The VI axis: Road and air network TEN-T	
Number of projects	15 (50)
Highways built in the TEN-T network [km]	122 (433)
Expressways built in the TEN-T network [km]	382 (610)
Road in the TEN-T network rebuilt to the carrying capacity of 115 kN per axle load [km]	96 (113)
Airport rebuilt in the TEN-T network	4 (8)
The VII axis: the Transport friendly to the environment	
number of projects	15 (100)
Modernised railway lines [km]	100 (611)
Length of renovated railway lines [km]	0 (507)
Number of purchased or modernised rolling stock units	68 (309)
Built and modernised port wharves [km]	1,5 (2,5)
Built or modernised track and trolleybus transport networks [km]	100 (200)
Built and developed logistic centres and container terminals	3 (5)
Number of purchased or modernised units of the public transport means	350 (590)
Modernised waterways [km]	4 (86)
The VIII axis: the transport safety and domestic transport networks	
Number of projects	45 (60)
Built and modernised expressways [km], including: TEN-T network	167 (281) 47 (154)
Domestic roads rebuilt to the carrying capacity of 115 kN per axle load [km]	118 (141)
Number of rebuilt dangerous places	15 (20)
The number of rebuilt airports in the protection and safeties	5 (8)

Source: own study on the base [7].

of the transport infrastructure condition in Poland. Synthetic statement of the forecast output indicators, being direct and material effects of taken action, contains table 1. According to the data it is possible to propose a thesis that the covered investment programme remotely will contribute to improve the condition of transport infrastructure.

The Operational Programme of Eastern Poland Development

The Operational Programme of Eastern Poland Development is dedicated for five provinces in the Eastern part of Poland, i.e. Podkarpackie, Lubelskie, Podlaskie, Warmińsko-Mazurskie and Świętokrzyskie. They are ranked among the poorest regions of the European Union. 6 priority axes were distinguished in the Operational Programme of Eastern Poland Development. In three of them following transport infrastructure investments were planned:

- the III priority axe: Provincial development centres,
- the IV priority axe: Transport infrastructure,
- the V priority axe: Sustainable development of tourist potential based on natural conditions.

Mainly the implementation of transport infrastructure investments includes roads building and the rebuilding, purchase the public transport means and bicycle routes development. Table 2 contains the synthetic statement of the forecast output indicators in The Operational Programme of Eastern Poland Development.

The Regional Operational Programmes

Regional operational programmes are instruments of decentralised managing of developmental processes. The most important activities undertaken within these programs are the improvement of regional competitiveness.

The scope of works of the transport infrastructure investments as part of regional operational programmes includes mainly the roads structure and their redevelopment, railway lines modernizations, purchase of transporting means, investments in airports and implementing intelligent transport systems. A detailed analysis of these programs show that the investment program includes i.e:

- ◆ regional and local road building – 764 km,
- ◆ regional and local roads modernization – 5 614 km,
- ◆ railway lines modernization and their revitalization – 978 km
- ◆ purchase of the rolling stock and the city public transport (mainly buses) – 564 units,
- ◆ modernization of the streetcar and trolleybus network – 50 km [3].

Funds allocation from the EU funds

The indicative funds allocation from the European Union funds for the transport investment projects realization in financial perspectives for period 2007–2013 amounts over 25.2 m. (table 3). This represents approx. 38% of the total Community contribution into the National Strategic Reference Framework actions.

Among the transport projects co-financed from the European Union funds the heavy expenditure was allocated on roads – €15.4 bn. That makes 61% of EU allocations on transport investments in Poland. €5.5 bn. was committed into rail transport

Table 2. The Operational Programme of Eastern Poland Development Forecast output indicators concerning the transport infrastructure

Indicator Name	Assumed value in the target year of 2013 (2015)
The III priority axe: Provincial development centres	
Number of projects of the integrated, ecological traction	3 (6)
Number of purchased public transport fleet, including:	245 (389)
buses	225 (308)
streetcars	0 (11)
the others	20 (70)
The IV priority axe: transport infrastructure	
Number of projects	19 (26)
Length of new roads [km]	91,2 (174,4)
Length of rebuilt roads [km]	83,9 (129,7)
Number of built ring roads	17 (19)
The V priority axe: sustainable development of tourist potential based on natural conditions	
Length of new hardened bicycle lanes [km]	0 (430)
Length of new marked out and marked bicycle routes [km]	0 (2 000)

Source: own study on the base [9].

investments (21.7%). So investments in these two branches constitute almost 83% of the allocation.

Prospect of investment for the period of 2014–2020

The planned support for Poland for years of 2014–2020 amounts to €82.5 bn. This amount is broken down as:

- ❖ approx. €76.9 bn. accessible in operational programmes,
- ❖ approx. €700 m accessible in the European territorial cooperation programs,
- ❖ €4.1 bn. for infrastructure projects about European significance in transport, energetics and information technologies area within the „linking Europe” instrument (this instrument was discussed in the article [11]),
- ❖ approx. €473 m from the The Fund For European Aid To The Most Deprived (FEAD) to programs which will ensure the food to the most deprived and clothes with other basic articles for homeless people and children in the difficult financial situation,
- ❖ approx. €287 m to the technical assistance from the administered by the EC pool,
- ❖ approx. €71 m for the innovative actions associated with the development of urban areas.

According to the accepted Agreement of the Partnership [10] the most allocated funds will be for the transport infrastructure. Investments in this area will be carried out – alike in the perspective of 2007–2013 – within the Operational Programme the Infrastructure and the Environment [6], The Operational Programme of Eastern Poland Development [8] and regional operational programmes.



Pesa Swing in Gdańsk

Table 3. Indicative funds allocation from the European Union funds for transport infrastructure investments as a part of operational programmes for period 2007–2013 [million euro]

Code ¹⁾	Purpose	POIŚ	PO RPW	RPO	Together
16	Railway infrastructure	939,8	0,0	323,7	1 263,5
17	TEN-T Railway infrastructure	3 593,3	0,0	0,0	3 593,3
18	Rolling stock	135,5	0,0	282,4	417,9
19	Rolling stock for transports on TEN-T network	193,5	0,0	0,0	193,5
20	Highways and express roads	1 433,1	0,0	0,0	1 433,1
21	Highways and express roads (TEN-T network)	8 463,5	0,0	0,0	8 463,5
22	Domestic roads	1 686,9	362,9	40,0	2 089,8
23	Regional and local roads	0,0	334,2	3 042,6	3 376,8
24	bicycle lanes	0,0	58,5	50,3	108,8
25	Traction	0,0	72,0	200,0	272,0
26	multimodal transport	0,0	0,0	56,2	56,2
27	multimodal transport (TEN-T network)	116,1	0,0	0,0	116,1
28	Intelligent transport systems	140,0	107,9	101,2	349,1
29	Airports	403,5	0,0	224,8	628,3
30	Ports	477,3	0,0	19,0	496,3
31	Inland waterways	85,5	0,0	19,2	104,7
52	Promotion of the clean public transport	1 969,7	179,9	101,3	2 250,9
Total		19 637,7	1 115,4	4 460,6	25 213,7

Codes agreeable with [1]

Source: own Study based on operational programmes for years 2007–2013.

From the Operational Programme Infrastructure and Environment investments in the transport sector will be financed within:

- ◆ the III priority *Development of the transport infrastructure environmentally friendly and important in the European scale*, which funds will be allotted to investments in:
 - ❖ road and train infrastructure development in TEN-T network, the rail links apart from this network and in urbanized areas;
 - ❖ low-emission traction, inland, sea and intermodal transport;
 - ❖ improvements in the air traffic safety
- ◆ the IV priority *Increasing the accessibility to the European transport network*, including funding investments improving the bandwidth of the road infrastructure (including ring roads and outlet routes).

From the Operational Programme of Eastern Poland Development investments in the transport sector will be financed within:

- ◆ the III priority axe *Modern transport infrastructure*, including funding investments such as:
 - ❖ construction and reconstructions of track, trolleybus and bus networks along with the purchase of low-emission means of transport,
 - ❖ construction and reconstructions of the necessary infrastructure for the purposes of the public transport, including intermodal transfer stations,
 - ❖ implementation of new and the expansion or the modernization of existing telematics systems to the public transport needs,
- ◆ the IV priority axe *Supra-regional train infrastructure*, in which the modernization of railway lines investments are predicted.

Total funds allocation for transport investments in the Operational Programme the Infrastructure and the Environment will amount to € 19.8 bn., including the III priority – € 16.8 bn. and the IV priority – € 3.0 bn. For transport investments in the Operational Programme of Eastern Poland Development € 1.1 bn. were planned, including the III axis – € 843.3 m and the IV axis – € 280,4 bn.

Conclusions

In spite of relatively great amount of money from the European Union funds involved in infrastructure investments of the transport sector in financial perspectives 2007–2013, distance between regions with the highest development level in the European Union and with regions in Poland is not reducing. In many EU Member States dynamics of the highway and express-roads increase is much higher than in Poland. There is a slight progress in the railway lines modernization as well.

Current progress of work on documentation in the financial perspectives for period of 2014–2020 limits the possibility of assessing the impact of the European Union funds on the infrastructure development, being the essential factor increasing competitiveness of regions.. Documents drawn up recently show that modernization investments will be continued in the rail transport and in the structure and the reconstruction of the road infrastructure. Such action direction will support strengthening the road transport and the gradual marginalisation of the rail transport.

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