



FEDERATION OF
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An open letter on plans for liquidating railway lines in Poland

Rafał Milczarski

President of the Board in ZNPK

President of the Board in Freightliner PL

Jacek Bieczek

Board Member in ZNPK

President of the Board in CTL Logistics

Timothy Hollaway

Board Member in ZNPK

President of the Board
in Rail Polska

Press conference

Warsaw, 7 December 2012

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Andrzej Massel, Undersecretary in Ministry of Transport, Construction and Maritime Economy:

- „Length of network managed by *PLK* would amount to 14-15 k km. The outstanding part of the railway network would be transferred to other entities, especially to local entities.” (currently: 19 k km, local entities: less than 300 km). Said on 25.09.2012.

Jakub Karnowski, President of PKP S.A. Group:

- „It is not necessary to build railway lines because it costs a lot and does not pay”. Said on 06.12.2012.
- „We have calculated each railway line section: we know the revenues, the costs (...). By doing this, we have identified sections which bring the biggest losses and we have to exclude them from operations, so that PKP *PLK* could function normally and would not increase perpetually access charges for operators.” Said on 06.12.2012.

Said by persons responsible for the image and condition of the Polish railways



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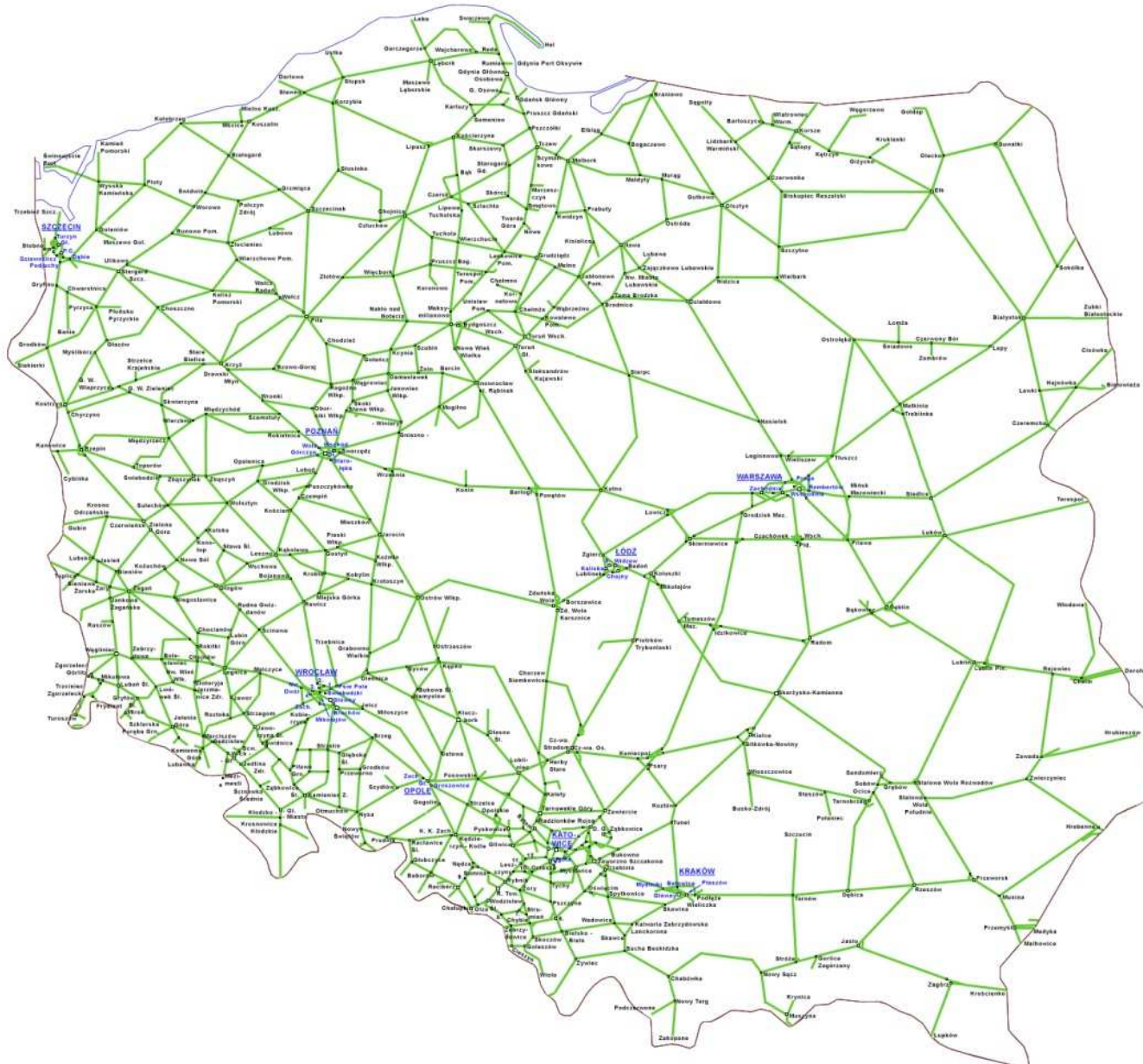


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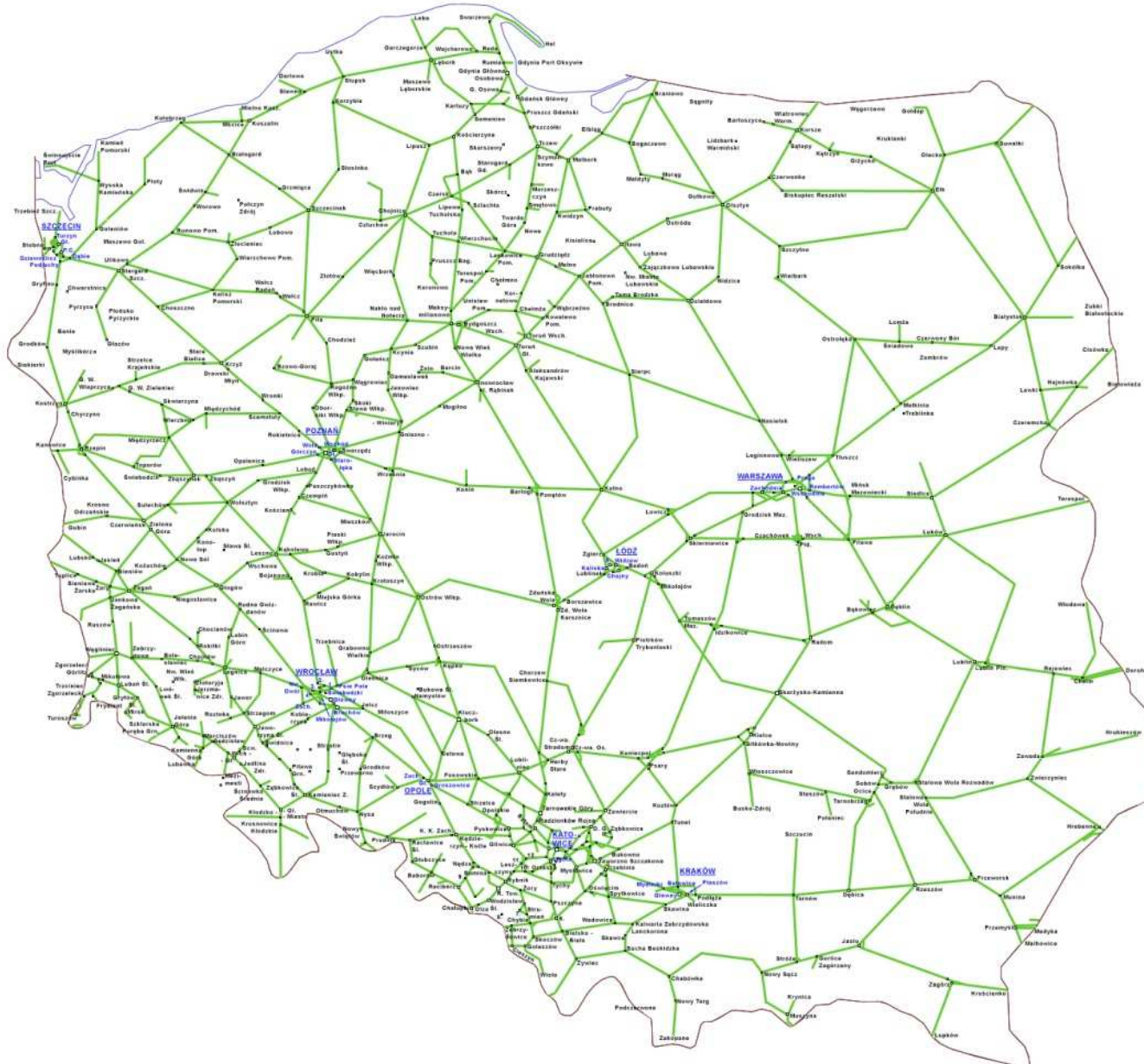
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The railway network in Poland in 1988. Approximate length: 26 k km.

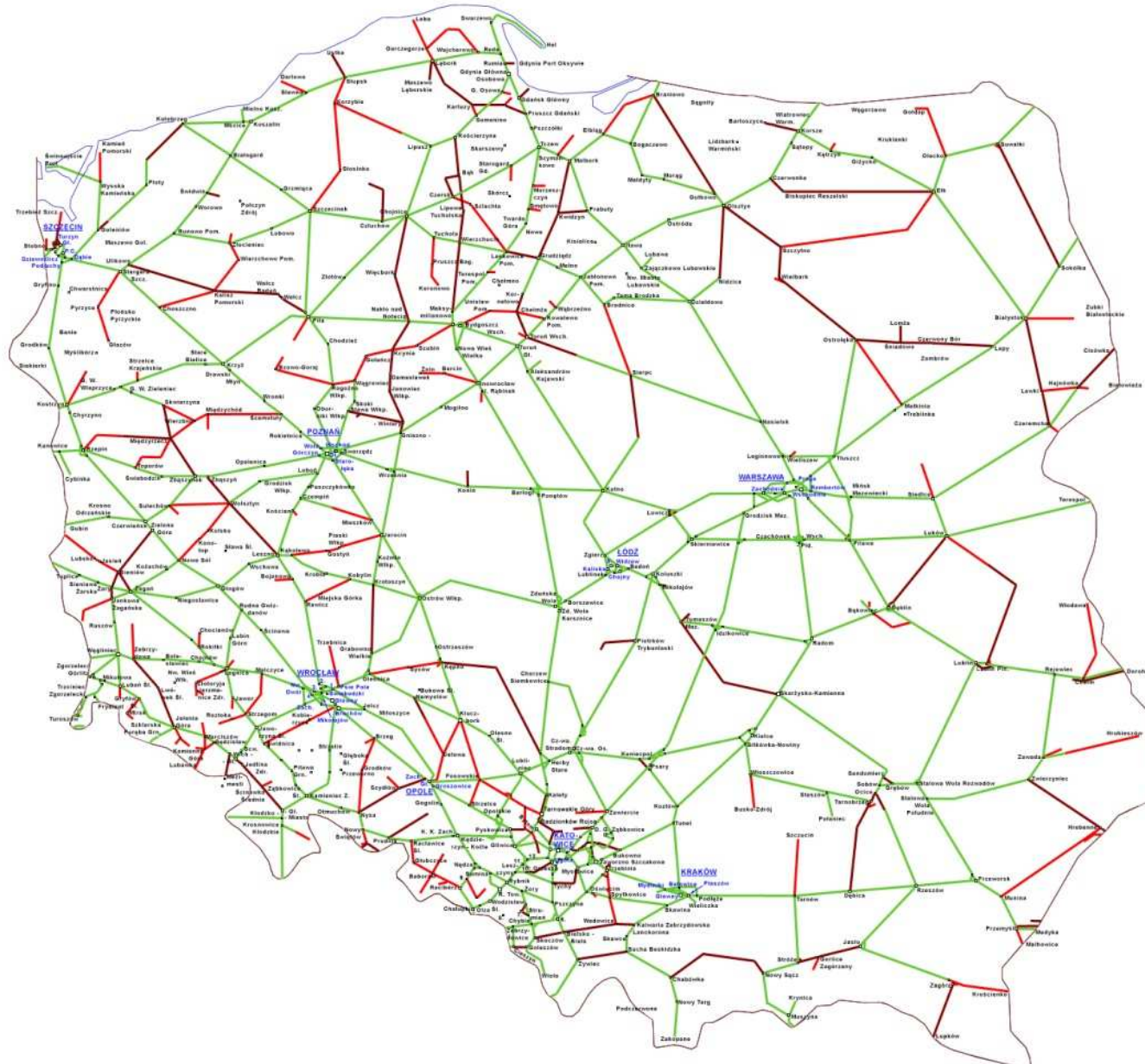
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The railway network in Poland in 2012. Approximate length: 19 k km.

From 1989 to 2012, about 6-7 thousand kilometers of railway lines were liquidated. It did not bring any positive effects.

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Planned liquidations

- marked in red – assigned for demolition
- marked in dark red – attempt to transfer a line to another entity or demolition

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Lines assigned for liquidation include:

- Repaired lines or lines undergoing repairs financed with Regional Operating Programmes:
 - Line number 30 Łuków – Lublin Północny, Lubartów – Lublin section. The line undergoes modernization;
 - Lines number 35 and 219, constituting Olsztyn – Szczytno – Szymany airport connection. The lines undergo modernization. The investment is supported financially by Swedwood which built a big industrial plant in nearby Wielbark and is determined to use railway transport services;
 - Line number 403: Piła Północ – Ulikowo, zachodniopomorskie voivodship, the key element of the best Bydgoszcz – Piła – Szczecin railway connection, the modernization was completed in June 2012;
- Lines with significant railway movements and lines connecting major economic centers:
 - Line 40 Sokółka – Suwałki, the main railway connection to Suwałki, a railway connection to Augustów, substantial traffic of freight trains (e.g. aggregate, coal, timber, railway sleepers, movements to Lithuania);
 - Line 181 Herby Nowe – Kępno, the line with high parameters for freight movement operations, fast train movements, the only connection to Wieluń and Wieruszów;
 - Line 370 Zielona Góra – Żary, the only railway connection between Żary and Żagań and the rest of Lubuskie voivodship and central and northern Poland. PLK offers a replacement with a line in Nowa Sól direction, not used since 1992. Local and passenger trains, as well as trains moving from one voivodship to another are operated there.

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Lines assigned for liquidation include:

- Lines important for the security of the power sector in Poland:
 - Line number 33, planned for liquidation in the North of Płock, an important transport route for crude oil products coming from Orlen Refinery in Płock;
 - Line number 34 Ostrołęka – Małkinia, the only alternative connection to Ostrołęka Power Plant. In the future, it will be possible to restore passenger connections to Ostrowia Mazowiecka (which is situated along the line);
 - Lines 377, 430, a commuting line to big fuel base in Stawiany (service provided to Greater Poland voivodship) and Barnówek (service provided to Western Pomerania and Lubuskie voivodships)
- Lines important for industry servicing:
 - Line 24, a railway connection in Bełchatów Power Plant;
 - Line 25, services industrial centers in Opoczno, Stąporkowo (ceramics), Mielec and Tarnobrzeg (special economic zones with very well developed machine industry);
 - Lines 218 and 240, key lines for servicing industry in Kwidzyń and Świeć (one of the biggest cellulose plants in Europe)
- Lines essential in servicing border crossings:
 - Lines 31 (border crossing in Siemianówka - BY), 107 (Łupków - SK), 2 91 (Mieroszów - CZ), wide track lines leading to a loading plant on the Polish side of the Eastern border: without these lines, terminals which are situated there will go bankrupt.

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A fundamental mistake is being made in handling and in perception of the railway line network. It does not make sense to analyze infrastructure's potential, as it makes railways doomed to failure from the beginning. And thus, we, signatories of the Open Letter, postulate:

- introduction of a moratorium on liquidating any railway lines in Poland before completion of another EU budget perspective and an absolute ban of the liquidation without previous approval by the interested parties: i.e. local governments, industry situated in the area of a given railway line and railway operators.
- elimination of factors which distort a comparative analysis between railway and motor transport effectiveness (railway movements, fire protection zones, redundancies at unguarded level crossings, line depreciation in access charges, PLK's gifts for PKP SA, plunder of Railway Fund's resources)
- application of the same criteria in assessment of the economic basis of investments in railway and motor infrastructure and a correct evaluation of railway infrastructure functioning, from the point of view of an economic account, with its simultaneous lack in case of motor transport.
- development, in agreement with interested parties, i.e. operators and local governments, of a coherent methodology allowing an assessment of actual costs and benefits (current and potential) of a functioning railway line and its liquidation.
- a qualitative change in the national transport policy which grossly discriminates against railways at the moment.
- we demand an equalization of investment and maintenance expenditure in railways and motor roads. Because of two decades of a delay, resulting in a collapse of the railway transport, the state should increase the investment expenditure to a level allowing recovery of the delays – by providing more expenditure than in case of motor roads.



Thank you for your attention

www.znpk.org

An open letter on plans of railway lines liquidation in Poland
Warsaw, 7 December 2012



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