



REGIONAL TRANSPORT DEVELOPMENT IN POLAND ON THE EXAMPLE OF POMERANIAN METROPOLITAN RAILWAY SA

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Abstract: *The article presents the development of regional railways in Pomeranian Voivodeship on the example of Pomeranian Metropolitan Railway Company SA. It displays the origin and a brief history of the development of regional railway. The paper describes decision-making procedures, including the selection of designer and contractor of the planned Pomeranian Metropolitan Railway investment. It indicates the activity of local government in making investment decisions improving urban transport infrastructure of Tri-City and the surrounding area.*

INTRODUCTION

Although the glory days of rail transport dating back to the close of the nineteenth century and the twentieth century have already passed, the contribution of rail to the development of commerce, industry, and shaping the image of modern consumer economy, as well as the realization of social needs must be appreciated[1]. The significance of transport and rail communication in Poland diminished due to the development of alternative forms, especially road transport.

Today however, in the context of intermodal transport, chances are noticed for transport development in various regions of Poland, depending on the economic zone and the position on the economic map of the country. The Tri-City area in Pomeranian Voivodeship is characterized by a network of air, rail, road, and sea connections. Here is the point where European transport corridors begin and end, commercial seaports develop and where there arise modern logistic hubs and container terminals.

The SWOT analysis carried out yet in the year 2000 by the Office of the Marshal of Pomerania indicates that the strengths of the region may include “transport hub of Tri-City agglomeration” and “shaping Tri-City metropolis, constituting one of the main centers of economic growth of the country” [2]. It can be concluded that the diagnosis became an inspiration to work towards the improvement of the sub-region transport network in the Voivodeship.

So formulated a conclusion resulting from the SWOT analysis allowed to define the research problem incorporating two questions: 1) Does the development of the railway infrastructure of the Tri-City metropolis improve the quality of transport, meaning the living

conditions of its inhabitants, and 2) What will be the real possibilities of economic and financial implementation of the planned metropolitan railway construction?

Accomplishment of the project is not a textbook example, thus it is difficult to find academic literature. Therefore, the study benefited mainly from the materials indicated by Karolina Łęcka – PR Assistant from Public Relations Department and Tomasz Konopacki - the spokesman of the company. At this point, I offer them my sincere thanks.

CONCEPTUAL DILEMMAS

Not to elaborate the definitions contained in numerous popular scientific publications and lexicons, there can be adopted the terminology used by the International Transport Forum of the European Union: “In the narrower sense, rail is any movement of goods and/or passengers using a rail vehicle on a given rail network” [3]. The network in question, is a fragment of a network located in the Pomeranian Voivodeship - Pomeranian Metropolitan Railway comprising the Tri-City (Gdansk-Sopot-Gdynia) and its surroundings.

The development of rail passenger transport contributes also to the improvement of travel safety. 4189 people were killed in cartage on national roads in the year 2011, while 543 in rail transport, despite the fact that investments in safety in the second case were smaller [4] [5].

THE BEGINNINGS

It should be mentioned that Pomeranian Voivodeship (also known as Pomerania Province) with the present Tri-City was situated within the borders of Germany until the end of World War I. Besides, Gdynia, today a city of considerable importance in the country’s economy, was one of the many fishing villages on the Gdansk Bay at that time. Thus, it did not count in the network of rail transport. The development of rail connections with Gdynia started after Poland regained independence in the year 1918. No thought was given to the development of passenger transport then.

The top priority was the national economy ruined in the period of the Partitions of Poland and World War I. Polish ‘marine eye on the world’ was Gdynia, and the first ship that called at the arising commercial seaport of Gdynia in 1923. Gdansk, in accordance with the Treaty of Versailles received the status of the Free City (Free City of Danzig). Within a few years Gdynia Port station was built to operate the port, with the capacity of 3600 wagons per day. In 1926, the president of the RP (Republic of Poland) appointed the Ministry of Communications and created the enterprise Polskie Koleje Państwowe/ Polish State Railways (PKP) [6]¹. At that time, connecting Central Industrial District with the commercial port in Gdynia was of vital importance to the national economy.

The genesis of regional transport is related to the new administrative division and railway map of Poland after World War II. Through its long-term development, PKP gained a prominent position in freight and passenger transport, reaching more than 24 thousand kilometers of railway lines in the best period.

In the years of political transformation after 1989 and during the ownership changes of the nineties, PKP transformed into a dozen affiliates. With time, particular Offices of the Marshal become the coordinators of regional passenger services in the country, and the communication services are performed by carriers, including PKP Przewozy Regionalne sp. z o.o. . The carrier was a company within the PKP group founded in 2001.

¹ Labuda Z., Analiza kosztów eksploatacji taboru kolejowego w Województwie Pomorskim ze szczególnym uwzględnieniem autobusów szynowych, WSAiB, Gdynia 2008, p. 15. – not Publisher MA Thesis. The author is currently a director in Pomeranian Division of Przewozy Regionalne sp. z o.o. (Regional Transport Ltd.) based in Gdynia.

Eventually, after undergoing system transformation in 2009, the individual sections of rail connections were handed over to local governments. As a result of subsequent transformations, on December 8, 2009 there comes to existence Przewozy Regionalne sp. z o.o., whose shareholders are the Marshal's Offices of Voivodeship. Exceptions are the following provinces: Lower Silesia, Malopolska, Silesia and Wielkopolska, which registered separate companies.

Pomeranian Metropolitan Railway (PKM) is a limited company established by the Local Government of the Pomeranian Voivodeship to link Gdansk with Lech Walesa Airport, Gdansk with Osowa and in the long term with Gdynia. PKM is a special purpose company, managing the infrastructure, set up to build a new railway line co-financed by the EU Cohesion Fund within the Infrastructure and Environment Programme. After completing the construction, the company will become the manager of the line. In contrast, the carrier will be selected by tender, in the framework of public procurement. Pomeranian Metropolitan Railway (PKM) is currently the largest investment project of the Self-government of Pomeranian Voivodeship, becoming an inherent part of the existing transport network in the region.

STAGE 1 PLANNING AND ORGANIZATION

The realization of each stage of the project was preceded by tender procedures. The Tender Committee chose the best offer concerning the development of PKM project documentation. The decision was made on May 5, 2011. The tender result was determined mainly by the criterion of the investment timing. The calculated cost was estimated at 4 990 417.50 PLN. Although it was higher than the competition proposal, it predicted a shorter duration of the project [7]. The contract for the development of Pomeranian Metropolitan Railway project documentation was signed by the President of the Pomeranian Metropolitan Railway SA and the director of Transprojekt Gdańsk sp. z o.o., on May 30, 2011 [8].

The next step in the decision-making process was to define the investment location. The location decision for the implementation of the Pomeranian Metropolitan Railway was issued by the Pomeranian Province Governor on January 5, 2012. What follows, the scope and location of the public investment were specified. At the same time the plan including the division of immovable properties subject to expropriation for the construction of PKM was approved. Owing to this decision PKM project moved from the preparatory phase to the implementation phase [9]. In June of the same year, in order to verify the companies potentially interested in the project, the first stage of the tender for the construction of PKM was announced. The verification included an analysis of documentation proving adequate liquidity as well as experience in implementation of large infrastructural investments [10]. It was an exceptionally important moment because of the misguided tenders for the construction of motorways in Poland. The first building permit related to the necessary reconstruction of the Gdansk Wrzeszcz station in order to link an existing railway line E 65 with the proposed PKM line, was obtained on August 13, 2012 [11]. After the expiry of the statutory time to appeal against the location decision, PKM SA informed all the interested parties that on October 17, 2012 the Minister of Transport, Construction and Maritime Economy confirmed the decision as the final [12].

Due to the changing regulations adjusting Polish standards to the EU standards, it was vital to achieve the relevant EU certificates. Especially that the project, as it was previously mentioned, is co-financed by the EU Cohesion Fund within the Infrastructure and Environment Programme. Obtaining the certificate confirms the compatibility of the project with EU decisions in the various areas of interoperability. It is regulated by the Act of Railway Transport of 16 September 2011, which came into force on January 28, 2012 [13]. The certificate shall in turn entitle the President of the Rail Transport Office (RTO), to take a

positive decision releasing the specific structural subsystem (in the case described in the article ‘infrastructure’) for operation. One such certificate – Indirect Verification Certificate of EC (awarded in December 2012) – was handed by the president of Transport Infrastructure Certification sp. z o. o. to the President of PKM SA on January 7, 2013, in the presence of the provincial authorities [14]. Thus, it was concluded that the PKM project observes the European Union standards. It is the first such certificate obtained by a railway line in Poland. The mentioned standards refer to the Technical Specifications for Interoperability (TSI - Infrastructure), which is consistent with Commission Decision 2011/275 / EU of 26 April 2011 relating to interoperability of ‘Infrastructure’ subsystem, the conventional rail system in Europe [15]. Furthermore, in accordance with the obtained certificate, PKM meets the standards recorded in decision 2008/164/ EC relating to the PRM TSI - Technical Specifications for Interoperability connected with the availability of railways in the EU for people with disabilities, including people with physical disability. The decision was repealed with effect from 1 January 2015, but it is still in force in the conditions of implementation of already begun programmes [16].

Summing up, it can be stated that compliance with the requirements laid down in EU legislation, will allow PKM to obtain permission issued by the RTO on the exploitation of the new railway line, already at the design stage. It will also meet travel safety requirements.

STAGE 2 - PROJECT REALIZATION

Like at the stage of preparation of documentation, the company executing the PKM project was also appointed by means of tender. The tender was won by Polish - Spanish consortium Budimex SA and Ferrovial Agroman SA. Both companies had already had experience in implementing similar projects. Above all, they offered the lowest price of PLN 716,136,838.06 gross [17]. It must be noted that the project is financed from three sources: the equity of the company (the sole owner is the Pomeranian Voivodeship), Cohesion Fund of the European Union (85% of the investment), and the issue of bonds [18].

The works began in May 2013, and reports available on PKM website, inform about further progress. These reports are characterized by transparency and integrity, regardless of delays which occurred at various stages of construction. According to the report of May-December 2013, the construction was carried out ably, which allowed to ahead the planned work schedule by 10%. The works included, among others, demolition of all remnants of forgotten historical viaducts of former ‘Railway Kokoszkowska’ and in their place new structures were built. As a result, at the end of the year, 11 out of 41 new engineering facilities were ready. The building shell of Local Control Centre in Matarnia was also ready. Also, the first about a kilometer section of PKM track was placed near the Centre [18].

According to data from August 2014, PKM contractor performed the works related to the merger of PKM line with a functioning long-distance line E 65. Nevertheless, due to the delayed entrance of Budimex to the investment area, it is estimated that accomplishing all the necessary works in this place will take longer than it was originally planned. The delay, however, relates only to a section that connects PKM line with a long-distance line and does not affect the rest of PKM construction works, which, in accordance with the schedule, were to be completed by the end of April 2015. Technical problems at this stage of construction, related to the technology of one of the viaducts (WK-2), which also affected the deadline and the cost (PLN 16.5 million net, which the investor covered with the financial reserve included in the project) [19].

The statement of May this year announced 97% completion of essential works in April. The finishing works carried out at the moment (while editing the article) shall enable testing of the new railway line. The tests will last until mid-August, so that on 1 September

2015 the PKM will hand the line into use. In order to assess the accuracy of the works, appropriate PKM review committees were set up. [20].

The economic and financial crisis imposes aggressive activities, activating sustainable development by stimulating employment, social activity of the population, efficient investment policy, and usage of all possible sources of funding, etc. These are the main elements of sustainable development policy, increasing the efficiency of the economy in all sectors and more sustainable way of life. [21].

CONCLUSION

The case study presented in the article confirms that the proper management of PKM SA work organization at the conceptual stage, guarantees success at the execution stage. This follows from the predominance of conceptual work over motor work in learning organizations. It can be regarded as a constitutive paradigm of modern management. Reports on the implementation of subsequent stages of construction, which due to the editorial 'regime' are only partly discussed, testify the transparency of all activities related to the PKM Project. The reports and statements include: legal aspects, the construction map and timeline, project implementation, funding, contacts, social arrangements, as well as the characteristics of positively motivated human capital. As demonstrated in an article, the project also includes aspects of security, which requires a separate analysis. The success of the project will determine its usefulness for nearly 10 million customers annually.

The problems specified in the introduction refer to meeting the needs of customers represented both by consumers and entrepreneurs living in the Tri-City metropolis. Addressing the first question, it should be noted that the construction of the new network brings the subregion dwellers closer to their workplaces. It contributes to saving an often underestimated non-renewable resource – time. Besides travelling to schools and places of employment, the time is spent to take advantage of a wider range of commercial services including tourism. In other words, it improves the attractiveness of consumption and entrepreneurship, thus generating *External Marginal Benefits*. The second question is answered by the practice of planning and organizing, which combine conceptual work, preparation of tender procedures, selecting the contractors of the project and timely project implementation, despite certain objections and difficulties.

From the praxeological point of view, it can be assumed that the performance of PKM indicates the achievement of all forms of efficient operation: efficacy, utility and cost effectiveness.

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РАЗВИТИЕ НА ГРАДСКИЯ ТРАНСПОРТ В ПОЛША ПО ПРИМЕРА НА ПОМЕРАН МЕТРОПОЛИТЕН АД

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Ключови думи: железопътен транспорт, метрополитен, пътнически транспорт, инфраструктура.

Резюме: Докладът представя анализ на развитието на градската железница в провинция Померан, Полша по примера на компания Померан Метрополитен АД. Направен е кратък исторически преглед на развитието на градската железница. В разработката са представени стратегически решения за избор на инвеститори и изпълнители при изграждането на Померан Метрополитен АД. Разгледана е и ролята на местните власти при подобряване на транспортната инфраструктура.