



Fundusze Europejskie

FULL STEAM AHEAD

Support for the railway sector from EU funds and railway liberalization

- Keepers Summit 2026, May 29, 2026, Cracow
- Sylwia Cieślak-Wilk, Deputy Director Centre for EU Transport Projects



Fundusze
Europejskie



Rzeczpospolita
Polska

Dofinansowane przez
Unię Europejską



KRAJOWY
PLAN
ODBUDOWY



Part I
ABOUT US

CEUTP is the only public institution in Poland and probably in the European Union **focused and specialized in the broadly understood transport and mobility sector**, with comprehensive experience in three financial perspectives (2007-2013, 2014-2020, 2021-2027), in implementing transport projects and undertakings under CEF, CEF2, KPO, as well as in coordinating Polish-Ukrainian projects under CEF Solidarity Lanes.

- Implementation of tasks related to the distribution of EU funds (over PLN 290 billion of EU funds invested in the transport sector between 2007 and 2026)
- Supporting beneficiaries of EU funds – competence center
- Implementation of forecasting tasks – traffic modeling, demand analysis
- Supporting the Ministry of Infrastructure in planning, organizing, and managing long-distance public passenger rail transport
- Analyzing strategic and program documents for the Ministry of Infrastructure and the Ministry of Development Funds and Regional Policy
- Implementation of partnership projects, knowledge and competence exchange center

An institution supporting the Minister of Infrastructure in the implementation of statutory, development, coordination and organizational tasks.











EU funding allocated

(included in the GA) under:

FEnIKS 2021-2027, FEPW 2021-2027, KPO, CEF 2021-2027

by industry (transport sector)

* data as of May 22, 2026

	FEnIKS 2021-2027	FEPW 2021-2027	KPO (NRRP)	CEF 2021-2027
 railways	22,7 bln PLN	2,1 bln PLN	17,4 bln PLN	11,8 bln PLN
 road & safety	18,7 bln PLN	-	3,1 bln PLN	2,3 bln PLN
 maritime & inland waterways	4,0 bln PLN	-	1,8 bln PLN	0,8 bln PLN
 aviation	0,1 bln PLN	-	-	0,4 bln PLN
 drone	-	-	0,2 bln PLN	-
 intermodal	1,0 bln PLN	-	0,8 bln PLN	0,1 bln PLN
 urban	8,5 bln PLN	-	0,9 bln PLN	-
 suburban	-	-	1,3 bln PLN	-
Total	54,9 bln PLN	2,1 bln PLN	25,5 bln PLN	15,4 bln PLN

FEnIKS

- Construction or expansion of **522 km** of railway lines within and outside the TEN-T;
- Modernization of **595 km** of railway lines within and outside the TEN-T;
- Equipping **890 km** of active railway lines with the European Rail Traffic Management System within and outside the TEN-T;
- Purchase of **144 units** of passenger rail rolling stock;
- Construction or modernization of **134 stations/railway stops/railway stations**.
- New or modernized intermodal connections - **12 units**;
- Number of purchased intermodal loading units - **205 units** (SZOP index - data estimated by KP);
- Number of purchased intermodal rolling stock - **173 units** (SZOP index - data estimated by KP)

KPO (NRRP)

- Carrying out work on **500 km** of railway lines;
- Eliminating **180 bottlenecks**;
- Purchasing **381 new** electric rolling stock with ERTMS for regional and long-distance lines;
- Investing in **5** intermodal terminals and **200** rolling stock.

CEF2

- Reconstruction of **249.70 km** of railway lines;
- Elimination of **2 bottlenecks in railway lines**;
- Reconstruction of **13** cargo **transshipment points**;
- Development of **4** design/study documentations.

FEPW

- **113.68 km** of rebuilt or modernized TEN-T railway lines;
- **74.88 km** of rebuilt or modernized non-TEN-T railway lines.

Data as of
May 22, 2026



Part II

CONDITIONS OF ACCESS TO EU FUNDS

Conditions of access to EU funds



Stringent, cross-sectional, and detailed project evaluation criteria allow for the selection of the highest-quality investment plans prepared by the most qualified potential beneficiaries of EU funds.

Each individual call for proposals covers a different infrastructure area and, therefore, is distinguished by its specific selection of criteria.

On the following slides, I will present the scope of strategic criteria for the three sectors, along with selected project examples.

Conditions of access to EU funds: Railway lines

HORIZONTAL

MANDATORY CRITERIA SCORE:

12. Correctness of the financial and economic analysis
15. Project compliance with environmental law
16. Sustainability, including the "do no significant harm" principle
17. Infrastructure resilience to climate change
20. Project compliance with the Charter of Fundamental Rights of the European Union
21. Project compliance with the Convention on the Rights of Persons with Disabilities

RANKING CRITERIA SCORE:

1. Application of elements related to the circular economy, improving energy efficiency and renewable energy sources, nature conservation (including biodiversity), and climate change adaptation

SPECIFIC

MANDATORY CRITERIA SCORE:

7. Economic efficiency
10. Accuracy of traffic forecasts

RANKING CRITERIA SCORE:

4. Accuracy of traffic forecasts



- **Railway lines**
- Rolling stock
- Intermodal

Railway lines: selected strategic projects

Project title: **Works on the Maksymilianowo – Kościerzyna section**

- Total amount: 6,66 bln PLN
- EU support: 4,60 bln PLN

Project title: **Works on the railway line no. 7 Warszawa Wschodnia Osobowa – Dorohusk on the section Warszawa - Otwock - Dęblin - Lublin, stage IIb (Warszawa Wawer - Otwock)**

- Total amount: 2,08 bln PLN
- EU support: 1,43 bln PLN

Project title: **Works on the Warsaw cross-town line on the Warsaw East – Warsaw West section, stage IIa**

- Total amount: 5,90 bln PLN

- **Railway lines**
- Rolling stock
- Intermodal



SPECIFIC

RANKING CRITERIA SCORE:

1. Project preparation. **Decisive criterion.**
2. Additional facilities for people with disabilities and reduced mobility
3. Improved accessibility of rail transport for people with disabilities and reduced mobility
4. Economic efficiency
5. Language facilities for train passengers who do not speak Polish
6. Use of rolling stock within the TEN-T network. **Decisive criterion.**
7. Improved transport offer. **Decisive criterion.**

1. Application of elements related to the circular economy, improving energy efficiency, renewable energy sources, nature conservation (including biodiversity), and adaptation to climate change.
 2. Incorporation of educational elements into the project.
3. Project compliance with the European Union Strategy for the Baltic Sea Region (EUSBSR).
4. The project includes elements related to cooperation with partners from other countries.
5. The project is an operation of strategic importance within the meaning of Art. 2 point 5 of the CPR. **Decisive Criterion.**
6. Project implemented in the Strategic Intervention Area (SIA) indicated in the National Regional Development Strategy 2030 (NSRD): medium-sized cities losing their socio-economic functions/areas at risk of permanent marginalization. **Decisive Criterion.**
7. Project implemented in the Strategic Intervention Area (SIA) indicated in the National Regional Development Strategy 2030 (NSRD): Eastern Poland/Silesia
8. Project resulting from the provisions of a territorial strategy (ZIT or IIT), or a supra-local development strategy, or resulting from strategic and/or planning documents developed as part of cooperation between local governments (including the Advisory Support Center, Partnership Cities Initiative, Local Development Program) or complementary to the aforementioned documents
9. Project is also financed from sources other than EU funds
10. Project is consistent with the implementation of the New European Bauhaus values
11. Cross-sectoral partnership. The criterion results from Art. Article 28a of the Act on the principles of development policy

HORIZONTAL

RANKING CRITERIA SCORE:



- Railway lines
- **Rolling stock**
- Intermodal

Rolling stock: selected strategic projects

Project title: **Purchase of 14 Electric Train Sets I**

The ultimate recipient of support: **Spółka "Koleje Mazowieckie-KM" sp. z o.o.**

- Total amount: 608 mln PLN
- Support: 412 mln PLN

Project title: **Purchase of 10 five-unit electric train sets**

The ultimate recipient of support: **Koleje Dolnośląskie S.A.**

- Total amount: 539 mln PLN
- EU support: 309 mln PLN

Project title: **Purchase of 56 zero-emission locomotives and modernization of 248 passenger carriages**

The ultimate recipient of support: **"PKP INTERCITY" SPÓŁKA AKCYJNA**

- Total amount: 2,82 bln PLN
- Support: 2,16 bln PLN



- Railway lines
- **Rolling stock**
- Intermodal

Rolling stock: selected strategic projects

FEnIKS Rolling Stock Competition

The WOD application process closed on January 31, 2026.

Submitted applications **are currently being evaluated**.

The evaluation is scheduled for completion **by July 31, 2026**, and the following ranking list should be approved by the IZ in August, 2026.



- Railway lines
- **Rolling stock**
- Intermodal

Read more about
the competition:



FEnIKS 2021-2027 | FENX.05.06 Intermodal Transport and KPO (National Recovery and Resilience Plan) | Component E2.1.3 – Intermodal Transport

SPECIFIC

RANKING CRITERIA SCORE:

1. Technical readiness of the project for implementation
2. Complementarity
3. Comprehensiveness
4. Economic efficiency. **The decisive criterion.**
5. Transport volume that will be shifted from roads to other modes of transport thanks to the project. **The decisive criterion.**
6. Increased terminal capacity
7. Impact on the development of the intermodal terminal network
8. Location (FEnIKS) / Low-emission (NRRP)



- Railway lines
- Rolling stock
- **Intermodal**

Intermodal: selected strategic projects – FEnIKS 05.06 Intermodal Transport

Project title: **Construction of the Intermodal Container Terminal in Radom**

Beneficiary: **Intermodal Container Terminal Sp. z o.o.**

■ Total amount: 296 mln PLN

■ EU support: 108 mln PLN

Project title: **Electrification and Modernization of the Intermodal Terminal in Gdańsk**

Beneficiary: **Baltic Hub Container Terminal**

■ Total amount: 554 mln PLN

■ EU support: 221 mln PLN

Project title: **Construction of a container transshipment terminal with accompanying facilities in the town of Ropczyce**

Beneficiary: **PCC Intermodal S.A.**

■ Total amount: 369 mln PLN

■ EU support: 148 mln PLN

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- A photograph of a railway station scene, showing tracks, overhead power lines, and a person in the foreground looking towards the tracks. The image is partially obscured by a blue geometric overlay.
- Railway lines
 - Rolling stock
 - **Intermodal**

Intermodal: selected strategic projects

- NRRP Component E2.1.3 – Intermodal Transport

Project title: **Purchase of ten modern zero-emission electric locomotives for intermodal traffic**

The ultimate recipient of support: **RCP Sp. z o.o.**

- Total amount: 264 mln PLN
- EU support: 107 mln PLN

Project title: **Equipping the BCT intermodal terminal with modern transshipment equipment**

The ultimate recipient of support: **BCT Sp. z o.o.**

- Total amount: 322 mln PLN
- EU support: 129 mln PLN

Project title: **Purchase of zero-emission multi-system locomotives for intermodal transport by Cargounit Sp. z o.o.**

The ultimate recipient of support: **Cargounit Sp. z o.o.**

- Total amount: 277 mln PLN
- EU support: 112 mln PLN

- 
- Railway lines
 - Rolling stock
 - **Intermodal**

- Lengthy procedures related to the preparation of design documentation
- Long-lasting appeal procedures during tendering
- Accumulation of orders at the same time and increased bid prices
- Limited availability of semi-finished products due to the accumulation of orders
- Design clashes



The latest CEF2 call for proposals - utilizing savings and awarding funding under three pools:

- General. Support level: 50% studies, 30% construction works
- Cohesion. Support level: 50% studies (-35%), 75% construction works (-10%)
- Military Mobility/Dual-Use. Support level: 50% studies, 40% construction works (-10%)

Support areas:

- Dual-use transport infrastructure
- Rail projects on the TEN-T core network
- Inland waterways on the TEN-T core network
- Rail connections between the TEN-T network and neighboring countries (non-EU)
- New technologies and innovations - digitalization of road transport
- Alternative fuel infrastructure for road transport
- European Maritime Area - OPS and ferries

SCHEDULE

CEF Committee – approval of the recruitment program	05-06.2026
Start of the call for applications	06-07.2026
End of the call for applications	10.2026
Assessment of submitted applications	11.2026 – 02.2027
CEF Committee – approval of recruitment results	03-05.2027
Conclusion of Grant Agreements	06.2027



Part III
NEW PERSPECTIVE

Programmatic work on the 2028-2034 Financial Perspective

1. Legislative work is underway on a package of regulations governing the implementation of **European funds in the 2028-2034 perspective**.
2. The legislative proposal for the EU budget was presented by the European Commission in July 2025 and assumes the allocation of **nearly €2 trillion** for activities related to investment, education, competitiveness and research, building partnerships, safety and security, agriculture, fisheries, migration and asylum, etc. (for example, the EU budget for 2021-2027 amounts to €1.2 trillion).
3. At the national level, the primary tool for programming European funds will be the **National and Regional Partnership Plan (NRPP)**.
4. The NRPP will define reforms and investments modeled on the currently implemented National Recovery and Resilience Plan (NRRP), which will be included in chapters. **The PPKR allocation for Poland is €123.3 billion**.
5. The PPKR will replace the Partnership Agreement and national and regional programs currently in place in the 2021-2027 financial perspective. It assumes greater centralization of the European Commission's influence by linking payments to milestones and indicators, as well as reducing the number of basic conditions, changing the monitoring method and expanding the list of indicators, and changing the reporting method and the method of accounting for technical assistance expenditure.



Programmatic work on the 2028-2034 Financial Perspective

6. Work on the NRPP is being conducted by the Ministry of Development Funds and Regional Policy (MFIPR) with the participation of the **Team supporting the preparation of the National and Regional Partnership Plan for Poland** for 2028-2034.
7. **The team's task is to develop recommendations** for the preparation of the NRPP, and its work includes representatives of the Chancellery of the Prime Minister, the ministries, the Government Plenipotentiaries, representatives of the 16 Voivodeship Marshals, representatives of individual departments at MFIPR, the Central Statistical Office, and partners from outside the administration.
8. The programmatic work will first **focus on agreeing on the initial structure of the NRPP**, which will define the number and scope of the document's individual chapters. Next, the initial institutional structure for implementing the NRPP will be agreed upon, which will identify the institutions (and their roles) involved in preparing the document. Finally, the initial allocation of the PPKR allocation will be agreed upon, taking into account the requirements and principles arising from EU regulations.
9. The timeline assumes that the Assumptions for the NRPP will be prepared and then adopted by the National Energy Regulatory Office (KSE) and the Council of Ministers **by the end of the second quarter of 2026**. The Council of Ministers will adopt the NRPP and **submit it to the European Commission by June 2027**, followed by the commencement of negotiations with the European Commission.
10. It is assumed that work on the institutional system for implementing European funds 2028-2034 will begin in the second half of this year. Currently, the CEUTP is in constant contact with the Ministry of Foreign Affairs and Infrastructure (MFIPR) and the Ministry of Infrastructure (MI), as the ministries responsible for preparing the NRPP.

Programmatic work on the Socio-Climate Plan

1. Programmatic work is underway on the adoption of the **Socio-Climate Plan** (PSK), the role of which is to minimize the consequences of the entry into force of the ETS2 system.
2. Despite the lack of political consensus regarding the adoption date of the PSK, **legislative and programmatic work is well advanced**. From the very beginning, **CUPT participated in the preparation of the PSK's assumptions**, participated in the development of costing, budget, and indicators, and actively participated in consultations on project selection criteria and in the consultations on the PSK itself by MFiPR.
3. The coordination function over the programmatic work is fully performed by MFiPR at the departmental ministries.
4. In accordance with the adopted assumptions, the **Centre for EU Transport Projects will serve as the Implementing Institution responsible for implementing the national component in the transport sector**. The Implementing Institution's role will include announcing competitive calls for proposals, assessing submitted projects, signing funding agreements, and monitoring projects. The Centre will also include monitoring, reporting, information, promotion, and evaluation activities.

Part IV

CEUTP'S NEW MISSION



Railway liberalization – a new chapter in the history of Polish railways

- Liberalization of the **rail** market in Poland – 2030
- The end of monopoly: **full opening** of the international and interregional passenger transport market.
- Competition according to **clear rules**: carriers compete for passengers and public contracts in open tenders.
- New **responsibilities** for operators: planning, managing tariffs, rolling stock, and transport offers.
- Key **change**: transparency, service quality, and real choice for passengers.
- **Legal** basis: Directive 2012/34/EU ("Fourth Railway Package")
– mandatory market opening from 2030.

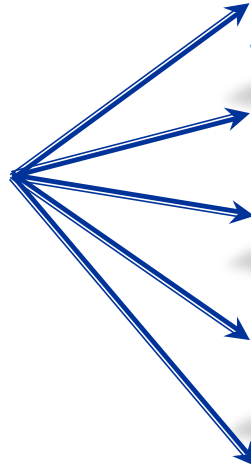


The main goals of the liberalization of the railway market in Poland

- Building **free competition** in the passenger transport market – the end of monopolies, the emergence of diverse carrier offerings.
- Improving the **availability and quality** of rail services in international and domestic interregional traffic.
- Reducing prices, making tariffs transparent, and **introducing clear, open rules** for awarding public contracts and transport routes.
- Developing **innovation** – modern rolling stock, digital technologies, and environmentally friendly solutions.
- **Better use of funds** and infrastructure modernization.
- More real opportunities for passengers – **greater choice**, better connections, **integration** of rail with urban and regional transport.
- Transparency and quality control: **a greater role for operators** in shaping the offer, managing tariffs, and ensuring travel comfort.
- Effective **cooperation between carriers**, public authorities, and station and rolling stock operators.



**Liberalization of the
inter-provincial and
international
transport market**

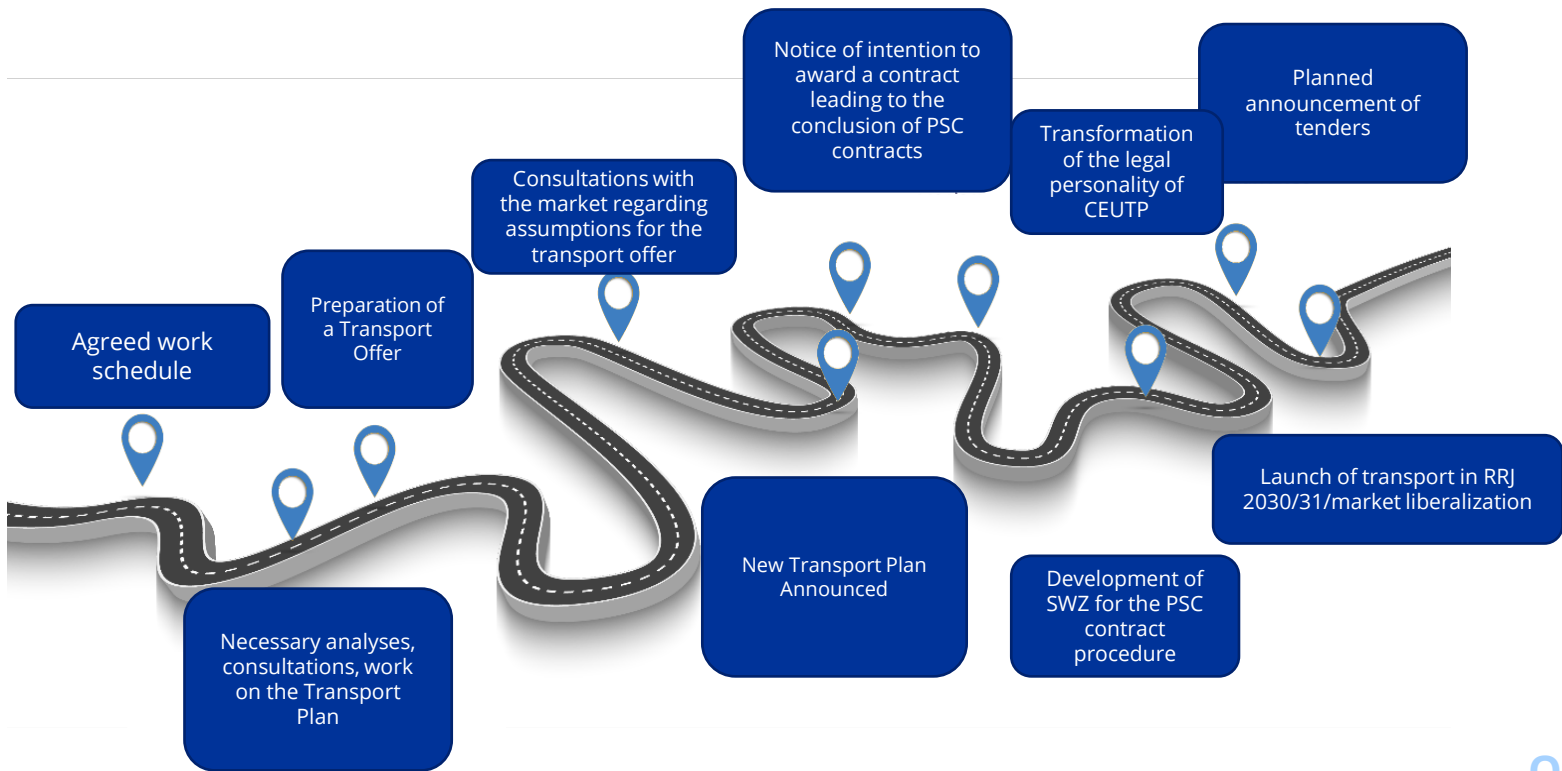


- Support for the Ministry of Infrastructure in the work on the Transport Plan**
- Development of a transport offer and packaging**
- Development of a financial model and compensation settlement**
- Market opening, announcement of tenders, selection of operators, full functionality**
- Activities aimed at coordinating activities in the field of public transport development**



**ZINTEGROWANY
MODEL RUCHU**

Roadmap to market liberalization



Open Rail – a forum for exchanging knowledge about the railway market

CEUTP Initiative: a dedicated information and expert platform for all rail market stakeholders

Objective: dialogue, education, sharing experiences, monitoring changes in regulations and market liberalization practices

Users: Passenger and freight carriers, transport organizers, experts, local government representatives, regulators, passengers

Key areas:

- Knowledge base on **rail market liberalization** in Poland and the EU
- News, **analyses**, reports, **best practices**, and events (**seminars**, webinars, industry meetings)
- Space for asking questions and submitting comments regarding the functioning of **the rail market**

Added value:

- Building a **network** of industry contacts,
- **Substantive** support in the implementation of the Fourth Railway Package,
- **Reliable information** for decision-makers, beneficiaries, organizers, and carriers.

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THANK YOU!



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