1. Basic Information

1.1. CRIS Number: 2006/018-180.01-07

1.2. Title: Extension of Institutional and Organisational Capabilities of the Office for Railway Transport in the Area of Supervision of the Railway Market in Poland.

1.3. Sector: Transport

1.4. Project location: Poland, Warsaw, Office for Railway Transport.

2. Objectives

2.1 Overall objective

Ensuring transparency and competitiveness of railway market in Poland, by expanding technical and organizational capacity of the Office for Railway Transport (UTK) in the field of monitoring and supervision in accordance with relevant EU legislation, and providing contribution to an “E-Europe – an information society for all” project implementation in the field of intelligent transport and public institutions in the Internet.

2.2 Project purpose:

1. Providing uniformed informatics platform for collecting and management of data related to domestic and European railway transport market in following areas:
   - railway market regulation;
   - safety of railway transport;
   - interoperability of railway transport;

2. Introducing institutional and technical solutions in the UTK in order to ensure fully compatibility with relevant European standards.

3. Ensuring market monitoring, data publication and free access to information concerning railway market for, national administration, EU administration and market players. (The access will be ensured in real time and from any place in EU).

The detailed information concerning the project’s final beneficiaries that will be users of the system is provided in point 4 of the project fiche.

2.3 Justification

According to the contents of Chapter 9 of the European Commission’s Comprehensive Monitoring Report dated November 5, 2003, it is necessary to undertake the following steps related to the railway transport area:

- Full implementation of the interoperability regulations including an appointment of notified bodies in order to assess a compliance of interoperability elements.
• Strengthening of the hazardous material railway transport system safety including solutions referring to functioning of advisors for safety of hazardous material transport by rail.
• Monitoring and assessment of policies related to the trans-European corridors.
• Continuous strengthening of competencies in order to adjust to new legal solutions being developed in the European forum.

Therefore the actions outlined in the above-mentioned report are directly matched with the objectives set for the European Railway Agency that is the competent entity in the area of railway transport interoperability and safety. Future actions of the Office for Railway Transport within the above-mentioned areas must be compliant with the direction of actions set by the Agency. To this end the area of a particular importance is that of information exchange with the Agency on railway transport regulation and safety, specified in details in the ordinance No. 881/2004.

This project has been developed in order to provide a better adjustment of the Office for Railway Transport’s activity to requirements of the EU’s legislation, especially in the light of the legal regulations included in so-called 2nd Railway Package and the 3rd Railway Package being developed recently. The primary objective of the project is a technical strengthening of the Office for Railway Transport in terms of a performance of its tasks in the area of railway transport regulation, safety and interoperability.

First of all, an implementation of this project is aimed at a complete adjustment of the Office for Railway Transport for collaboration with the European Railway Agency established according to the ordinance of the European Parliament and European Council No. 881/2004 on establishing the European Railway Agency.

Detailed requirements concerning mentioned issue were determined in following acts:

• The Treaty of Rome of 25 March 1957 – Art. 75 and 81;
• The Directive 2001/14/EC on the allocation of railway infrastructure capacity and the levying of charges for the use of railway infrastructure and safety certification – Art. 27 and 30 of the introduction and Art. 15.1, 30 and 81;
• The Directive 2004/49/EC of 29 April 2004 on safety of the Community’s railways;
• The Regulation No 881/2004 of 29 April 2004 establishing a European Railway Agency;

3. Description
3.1. Background and Justification

The Act on Railway Transport dated March 28, 2003, specifies the President of the Office for Railway Transport (UTK) as the central and specialised body authorised to take numerous decisions leading to an opening of Polish railway market according to the EU’s directives. Its activity is related to actions such as: railway market regulation, technical supervision of railway lines operation and maintenance, supervision of railway carriers, railway transport safety and interoperability implementation in Polish railway network. The UTK’s primary functions and statutory obligations refer to three areas:
The regulatory functions include: licensing of railway undertakings, i.e. activity related to an issuance, modification or withdrawal of licenses for railway operators, assessment of a compliance of railway infrastructure access rates with rules of setting these rates, supervision of an equal access of railway operators to railway infrastructure and a non-discriminatory treatment of all railway operators by the infrastructure managers, collecting, analysing, processing and making available information on railway market including costs of financing from public resources; collaboration with relevant EU’s bodies within coordination of railway transport market functioning; handling of complaints lodged by railway operators; prevention and combating monopolistic practices used by railway infrastructure managers and operators.

Technical supervision and safety functions include: issuance of safety certificates and operation approvals; checking of a technical condition and operation of railway lines; control of application of railway transport safety rules and an adherence to these rules; supervision of hazardous goods transport and other aspects related to maintaining a correct level of railway transport safety; collaboration with relevant bodies of the EU and the national ones within a safety of railway transport market functioning.

Technical and interoperability functions include: provision of interoperability with both the trans-European high-speed railway system and trans-European conventional railway within the territory of the Republic of Poland; conducting of procedures and issuance of approvals for release of infrastructure subsystems for operation; publishing and updating different registers, like infrastructure and interoperable rolling stock, drivers licences for train drivers and certified maintenance workshops; providing information on authorized and notified bodies; collaboration with relevant bodies of the EU and the national ones within the interoperability area.

In 2007, the EU’s railway market will be opened for all operators. Moreover, the European Commission suggests that international passenger transport be commonly available across the whole European Union’s area from 2010. EU directives indicate a path for reforms and changes that have to occur in Polish railway market. On February 26, 2001, the European Parliament adopted the "First Railway Package" while on April 29, 2004, the European Parliament and Council adopted the "Second Railway Package". Recently, proposals for the third railway package are being discussed. There is a need for Poland to aggressively continue implementing the reforms and to become prepared, both in terms of an implementation of the regulations and in the institutional and technical area, for these changes.

By 2000, Polish railway system was acting as a natural monopoly. It was both under a strict control and dependant from the centralised governmental institutions. As a result of this, an understanding of the idea of a liberalisation of the UE’s railway market by some entities of Polish railway market is quite limited. Series of important measures related to reforms of Polish railway system have been already undertaken. Two very important phases were completed in the period of 2003 – 2005: a) in December 2003, the Government of Poland adopted the “Programme of Further Restructuring and Privatisation of the PKP Group Companies”, b) this Programme was amended in February 2005 by an adoption of the “Strategy of the PKP Group Restructuring and Privatisation” by the Council of Ministers.

Recently, changes of both legal and organisational nature, aimed at shaping the open railway market, have been taking place in Poland quite fast. However, there is still a shortage of personnel of a sufficient competence level and technical resources including IT tools to support an acceleration of the transformation processes and allow for monitoring the reform process on a current basis, according to EU’s policy and strategies. Poland, being the second largest important European Union’s member in terms of railway freight traffic, needs a
special attention and assistance in the process of its railway market transformation. One of the most important and desirable actions is a dissemination of information on such issues as: data on infrastructure managers and licensed operators, infrastructure access rates, safety certification, TSI-related requirements and interoperability status of system and subsystems in the transport corridors.

Experiences of the recent years have proven that railway system reforms take more time than it was expected previously. In order to fulfil its obligations in the area of railway market opening, the Government of Poland, and in particular the Office for Railway Transport will have to intensify its activity in the field of regulation and supervision. This intensification must include a development of more effective operational procedures, market supervision and monitoring as well as market control. The necessary assistance programmes initiated by the EU have provided a foundation for future reforms in Polish railway system. Some of the measures that need to be implemented were indicated as conclusions of the PHARE 2002/000 project No. 196.01.02 being currently performed. This help shown that a continuation of support for Polish railway reforms is absolutely necessary.

Given the railway market opening and a development of new ownership structures in this country, a further strengthening of the Office for Railway Transport, as the dedicated body of the Government’s administration responsible for a liberalisation and supervision of the railway market is the key requirement. Numerous previous studies and assistance programmes as well as results of EU’s missions performed by the EC DG TREN in Poland shown also that administrative competences in the railway sector must be extended. The main focus should be on: a) improvement of the personnel skills, b) creation of system rules for market monitoring and IT tools for assessment of phenomena taking place in this market, c) creation of credible and available data bases on this market, supporting a strengthening of its competitive position, d) implementation of the Member State obligations included in the relevant regulations of the acquis.

Basing on the recently gained experience, the following conclusions have been drawn:
1. UTK must be more pro-active in initiating and implementing of actions aimed at creating an open railway market according to the EU’s directives. In order to achieve this goal, UTK needs a further strengthening as the body that regulates Polish railway market.
2. Significant and intensive reforming activity must be completed in the years to come in order to provide that the objectives related to changes of the European railway system will be completed in Poland in a timely manner.
3. The Office for Railway Transport should have full real-time knowledge on the railway market and changes taking place in this market and it should disseminate this knowledge excluding information that constitutes business secrets of the market players.

Due to the above it is necessary that both the UTK and the Government of Poland can use a continuous support of the EU’s experts in the area of design and implementation of the railway market reforms in the next years. Further support from the European Union’s institutions will help Poland to meet the open railway market criteria.

3.2. Linked Activities

This project constitutes a continuation of efforts on creating effective legal, organisational and technical framework for functioning of the Office for Railway Transport as the market regulator and the authority responsible for railway transport safety.
The first phase of implementation of this objective was the Phare 2002/000-196.01.02 project *Implementation of the EU Legislation in the Field of Civil Aviation and Railway Sector*, conducted in the Office for Railway Transport from September 2004 to June 2005. Within this project, the consultant proposed necessary amendments to Polish legislation, developed several scenarios of market regulation and provided series of trainings.

A continuation of this project is the Transition Facility project No. CRIS 2005/017-488.02.03 *Expanding the Administrative Capacity to Implement EU Rail Market Regulations*, which will be implemented in the Office for Railway Transport from Q 2 of 2006 to Q 3 of 2007. This project is an extension of the previous one and it will focus on the following issues:

- Identification of a scope of further necessary changes in the national law;
- Development of a framework for an implementation of a system of charges for access to railway infrastructure;
- Development of a methodology for evaluation of railway investment projects in terms of their compliance with safety and interoperability standards;
- Development of a detailed plan for interoperability implementation by 2013;
- Evaluation and update of existing safety manuals;
- Development of a methodology for the certification and registration.

3.3. Results:

1. Current functionally and technically dispersed database systems that are used in the Office for Railway Transport (based both on not compatible informatics components and paper documents), replaced by an individual and comprehensive informatics system at least of the ERP class (Enterprise Resource Planning).
2. The IT technical infrastructure with licensed software and data security systems built.
3. Trainings for UTK’s personnel and market players concerning the correct functioning of the system developed and carried out.
4. The Office for Railway Transport (UTK) introduced to the European system for exchange of information on railway market.

Contract 1 accomplishment will result in creation and implementation of an individual comprehensive informatics platform, supporting functions of the Office for Railway Transport as national regulatory body and national safety authority and in ensuring the training sessions. The system will replace current inefficient and incompatible databases (both in paper and electronic versions) and ensure better and cheaper access to information for national and European institutions.

Contract 2 accomplishments will result in the creation of an informatics infrastructure for an individual comprehensive informatics platform, created within Contract 1.

Both contracts accomplishment will result in introduction of the Office for Railway Transport into the European system for exchange of information on railway market in accordance with relevant EU legislation. The whole system after its implementation will be directly used by the Office for Railway Transport and other institutions described in details in point 4 of the fiche.
3.4. Activities

General
This project is linked with three key types of actions: analytic activity, design of the system and instruments based on the best EU’s and world practices in the area of railway market management, functional implementation of the system and training-related activity.

Analytic actions will be aimed at an assessment of the status quo in terms of EU reforms of Polish railway market and their effect on procedures implemented the Office for Railway Transport. National legislation and the UTK’s statutes will be analysed as well as their impact on the architecture of the proposed IT solution will be evaluated. This activity will constitute the preliminary measure, necessary to achieve the results described in paragraph 3.3., items 1 to 4. The analyses will be focused on determining a progress of the reforms in Poland and an identification of areas and proposals for an implementation of the project activities.

Design of the system and instruments, basing on result of the analytic activity, will consist in a development of practical solutions within the area described in paragraph 3.3., items 1 to 4. The preparatory procedures will consist in a development of preliminary proposals for the Beneficiary and next development of solutions ready for implementation. The preparatory efforts will be connected with a development of implementation plans, coordinated with an implementation schedule for relevant EU’s directives. It is assumed that the system will have a modular structure allowing for a phased implementation and for a functional control of the suggested solutions by the Beneficiary.

Training activity consists of two elements and will be delivered in two phases. First phase will be carried out as series of workshops oriented on determining the structure and the content of database for the beneficiary. Second phase will be carried out after introducing the IT system, as series trainings and workshops concerning IT system operation, development and use. Both phases of training activity will be delivered within TA component by the same contractor.

Description of the Actions

The description below is a presentation of the activity aimed at achieving the results specified in paragraph 3.3.

This project will be implemented as a Technical Assistance with a delivery of the IT infrastructure necessary for its implementation.

CONTRACT 1 - Technical Assistance: (1,5 M€)

Contract 1 will be performed as technical assistance within the project. The duration of the technical assistance is determined for 15 months that is equal the time for whole Project accomplishment.

Basing on the expert’s analyses, the Consultant/Contractor will design and create a comprehensive, individual informatics system, supporting all regulatory body and safety authority functions, performed by the Office for Railway Transport. The system will be adjusted to specific needs of the beneficiary. The system will be put into operation on the IT infrastructure both, that is currently in use in the Office for Railway Transport and that will be
constructed within an investment component of the project described in Contract 2. The Consultant/Contractor will provide a team of IT and software experts who have both knowledge and experience in the area of building IT systems of the above-mentioned class which will be documented in order to obtain the Beneficiary’s approval. The documentation of created informatics system, including at least the specification sheet, software manuals and user’s manual will be provided in Polish language.

**Action 1:**
Development of a detailed plan for an identification of implementation of the acquis requirements and procedures of their implementation by the UTK.

a) Identification and review of existing methodologies for ensuring a performance of the statutory tasks by the UTK will be done. Methodologies and procedures used by other EU countries will be taken into account.

b) Experiences of Poland within this area as well as conclusions and proposals of the already implemented PHARE and Transition Facility projects will be evaluated.

c) Proposed methodologies aimed at assuring of a compliance of the procedures with EU’s requirements will be developed in the form of a document that contains procedures ready for an immediate implementation by the UTK and railway market players. This document will specify the way in which the UTK will be participating in an implementation of these procedures in order to perform its statutory tasks.

b) System architecture will be proposed that assures a performance of the functions assumed. The architecture will be reliable, cheap in operation and it will provide integration with other systems (primarily of the ERP class).

e) A Preliminary Report will be made and submitted to the Beneficiary. The report will present actions included in this activity.

**Action 2:**
Creation of advanced individual informatics system supporting the procedures of licensing, market regulation, safety certification, registration and interoperability, to be installed on IT infrastructure, both that is currently in use in the Office for Railway transport and will be constructed within an investment component of the project described in Contract 2.

a) A review of the existing registration systems as well as the procedures of licensing, market regulation, safety certification, interoperability regulations and those supporting an operation of the Office will be performed. Both strong and weak points of the solutions being used will be illustrated.

b) Scope, procedures and other key elements necessary for supporting the systems functioning in the EU will be evaluated.

c) Individual system modules dealing with registration and further UTK’s procedures will be defined and adequate coherent procedures, flowchart, personnel recruitment needs and implementation manner will be proposed.

d) Results of a above-mentioned analyses, assessments and proposed solutions will be delivered in the Preliminary Report, specified in Action 1.

e) An advanced individual informatics system, supporting the regulatory body and safety authority functions performed by UTK, especially the procedures of licensing, market regulation, safety certification, registration and interoperability, to be installed on IT infrastructure, both that is currently in use in the Office for Railway Transport, and that will be constructed within an investment component of the project, will be designed and created.
f) While waiting for an approval of relevant EU’s directives, the contractor will develop a module that provides a registration and register generation according to assumed features as well as their export to proper EU’s bodies and agencies.

g) An electronic base of EU and national legislation will be created as an integral module of the system. This base will also contain regulations and instructions on railway market functioning.

h) The system will support the existing ones or new modules of subsystems supporting an internal operation of the Office will be designed.

i) The system will be equipped with a protection for the sets of data bases that prevents an intervention or destruction by unauthorised persons.

j) System documentation including system user’s manual and operation documentation will be made in Polish.

k) The tests of the system will be performed. Results of the tests will be presented to the Beneficiary in the form of the Report on System Tests Results.

l) A full scope of the system implementation work, both at the Beneficiary’s place and within a scope necessary for functioning of the system at railway market player’s places, will be performed.

m) Warranty period will be required for a free-of-charge servicing of the system built.

n) During the free-of-charge servicing period, the Contractor will be obliged for making supplementary changes and modifications of the system resulting from changes introduced to both the EU and national legislation.

**Action 3: Training**

Training activities will be delivered in two phases in the beginning and at the end of project accomplishment. First phase will be carried out as a series of workshops and brainstorming sessions oriented on determining the structure and the scope of the content of database that will be worked out for the beneficiary. During these trainings, the consultant should present general requirements concerning collecting and processing of railway market data in accordance with EU directives and solutions worked out by EC working groups and ERA. The brainstorming sessions should provide the consultant with the knowledge on the demands of the beneficiary concerning the contents of the database that will be worked out. The second phase will be carried out after introducing the IT system as series of trainings and workshops concerning IT system operation, development and use. Detailed workshops for future trainers will also be provided as the “Training for Trainers”.

The second phase trainings will cover all the personnel of the Beneficiary and individual representatives from various regions of Poland, representing all railway market players. The task for the participants will be a practical operation of the system built and dissemination of information gained at the training, in their areas. It is expected that about 20-30 people will attend each seminar-type and workshop session; given the planned UTK’s workforce as well as the number of licensed operators and railway infrastructure managers this gives the total number of approximately 450 trainees attending all training courses. It is also estimated that the "trainers approach"-type training will have to be provided for at least 30 trainers. Assuming that this group will run training for railway siding users, it may be estimated that, after the project implementation, some 1500 to 2000 people will be made familiar with the issues addressed to by this project.

The Consultant/Contractor will make the Final Report on the training cycle provided. The Beneficiary will assess training efficiency by means of tests and questionnaires filled in once the training session are completed. All mentioned trainings will be provided in Polish language or in English language with translation/interpretation into Polish language ensured by the Consultant/Contractor.
The beneficiary assesses that at least following number of trainings should be delivered:

- **5-days trainings** – 2 trainings; about 20 participants in each training,
- **3-days trainings** – 4 trainings; about 20 participants in each training,
- **1-day workshops** – 11 workshops; about 30 participants in each workshop.

The total cost of all trainings and workshops - approx. 0.14 M€.

**Project Organisation, Requirements of the Consultants/Contractors and Other Issues**

In order to achieve the objective of this project, the Consultant/Contractor will have to be able to assess and identify specific questions related to an implementation of the railway reforms in Poland. This project will constitute a necessary continuation and extension of the previous technical assistance projects.

The goal of this project is provision, to a large extent, of technical assistance to the UTK and, indirectly, to railway market players, in the area of reforming, liberalisation and opening of Polish railway market according to the EU’s directives and policy. This is why it is necessary that this programme be run by a highly specialised team of experts, especially from the area of railway transportation, management and IT.

The consulting/execution team managed by Project Leader should be made of both Long-Term and Medium-Term and Short-Term experts. It is estimated that, as a minimum, the following Key Experts (long-term experts) will be needed: EU railway market regulation expert, interoperability expert, railway safety expert, management expert, IT expert. It is expected that the Key Experts will have qualifications to work out training programmes and to conduct trainings. The Key Experts should perform their tasks only in Poland. They will be supported by Medium-Term and Short-Term experts. Because of unique features of Polish environment of the project implementation, if the project is implemented by a foreign entity, hiring of local experts is absolutely necessary in order to achieve the objectives of the project.

In particular, a support from local experts will be needed in the following areas: Polish railway reforms, financial, economic and operational evaluation of the players, legal and regulatory issues, evaluation of IT financial systems, development of flowcharts to be implemented in the unique Polish legal and regulatory environment. The scope of expert’s knowledge presented above will be necessary mainly for a correct construction of the IT system. The project will also require that both the international and local experts have experience in data collection as well as in establishing cooperation with both the Government and representatives of railway entities.

Experts having a particular knowledge and experience necessary for performing the railway market reforms in Poland will be sought for this project. Long-Term experts should have appropriate education and proved experience in areas that they represent. Moreover, railway transport experts should have at least general knowledge concerning functioning and use of IT systems, in order to develop the content and functional structure of the database that will be possible to be implemented in the form of IT system. Besides this, the experts should have to know the sources of information and possess analytical skills. IT experts have to be experienced in building and developing similar database systems. Detailed requirements concerning professional experience and the working language will be specified in the Terms of Reference.

The counterparts of Key Experts will be both Vice-Presidents of Office for Railway Transport (UTK) and directors of UTK departments and divisions. The Beneficiary will provide, as its
contribution to activities within this project a summary of conclusions from the previous projects and also it will provide the Consultant/Contractor with an access to all data it has and which are relevant to this project (except sets that constitute state or business secrets).

**Project Leader** – highly experienced in the field of matters above mentioned. Role of PL will be to organize and ensure activities planned in the framework of the project. PL cost approx. 0,28 M€.

**About 5 Key Experts** – highly experienced in the field of railway market regulation, safety, interoperability, management, IT systems and training programmes. The approx. cost: 0,44 M€.

**About 35 Experts** – highly experienced in above-mentioned field and in other areas that are as follows: financial, economic and operational evaluation of market players, legal and regulatory issues, evaluation of IT financial systems, development of flowcharts to be implemented in the unique Polish legal and regulatory environment. The approx. cost: 0,47 M€.

**Other resources** – office space, office supplies, service and other – cost approx. 0,17 M€.

In the costs presented above will be joined the Polish co-financing funds, in proportions corresponding with contributions declared in the budget table.

**CONTRACT 2 - Investment:**
Contract 2 will be performed as an Investment contract within the project. The contract supplements whole TA component. The duration of the investment contract is fixed for 3 months, with starting date in 10th month of TA contract lasting. Elements of IT technical infrastructure will be delivered along with necessary licensed software, according to the architecture proposed and an implementation of the assumed system functions. The system built will be implemented. The system, in a comprehensive way, will provide an implementation of other internal function of the Office, both the existing ones and those, implementation of which will be found necessary within the project duration period. The most effective protections of the system and IT infrastructure elements will be used to eliminate a possibility of an intervention or destruction of the sets of data bases by unauthorised persons.

It should be assumed as a minimum that the elements of the technical IT infrastructure will include one database server and one application server as well as 29 portable terminals for the system administrators and UTK’s personnel, performing control functions in railway market players.

Additional requirements concerning specification of separate elements of the technical IT infrastructure, the warranty period and duration of free of charge system servicing will be specified by the beneficiary later.

System documentation including system user’s manuals and operation documentation will be made in Polish.

**Action:**
Delivery of the technical infrastructure elements and system implementation.

a) Elements of IT technical infrastructure will be delivered with necessary licensed software, according to proposed architecture of the system.
b) Implementation of assumed system functions will be accomplished.
c) Required updates of the system will be provided.

Delivery of equipment and licensed software: Contract 2 Investment is completely funded by National Public Funds.

At the stage of working out of the project file the beneficiary assesses, that at least below mentioned IT equipment will be required. Final, detailed technical specification of IT equipment will be described in the Terms of Reference, taking into account the time flow and actual standards.

- **1 database server**, at least 2 multi-processor, 10 GB RAM, 500 GB HDD;
- **1 application server**, at least 2 multi-processor, 10 GB RAM, 500 GB HDD;
- **29 notebooks**, at least 2,1 GHz, 1024 RAM, HDD 80 GB, DVD +R/-RW, Bluetooth, 15” display;
- **1 UPS**, 1000 V
- **license** for operating systems for servers and notebooks and the system for database management enabling data warehouse building, the system for Application Server, the ETL System (Extract, Transform, Load).

The database server and the application server (after installing the individual informatics system designed within Contract 1 of the project), will constitute the essential part of new informatics platform. The servers will be used for data archiving (database server) and data processing during inserting it to the system and making it available for users (application server). The servers will be located in the Office for Railway Transport.

The notebooks will perform the function of external terminals, of the system. They will be used by Regional Divisions of the Office for Railway Transport and individual employees of the Office for Railway Transport, performing controls of separate market players that are in scope of responsibilities of national safety authority and national regulatory body.

The UPS will be supporting mentioned servers in case of a power cut.

The IT equipment described above will be technically and functionally compatible with that, which is currently in use in the Office for Railway Transport.

The informatics equipment constituting mentioned technical IT infrastructure, will be funded only by national co-financing funds.

3.5 Lessons learned

According to the assumptions used, an implementation of this project is supposed to be based on results of actions undertaken within the last five years, aimed at creating of effective framework for functioning of the market regulator and the relevant body in terms of railway transport safety in Poland. The goal of the project developed is to create technical measures allowing for a complete implementation of the results obtained within the two previous below-mentioned projects as well as an adjustment of the Office for Railway Transport to a more efficient cooperation in the area of information exchange with market players and European institutions, according to the standards developed by the European Railway Agency. The nature of this project is complementary to the two below-mentioned ones and it should be seen as a necessary completion of the actions taken so far in the area discussed. This is so as the project is a transposition of the existing theoretical achievements into the
functional area and its implementation will be of a key importance to the final assessment of the results of two previous projects.

The project can be considered as a kind of pilot action oriented on adjusting railway administration of separate Member State to the requirements of new European legislation. The solutions worked out during its implementation could be used as a model by other Regulatory Bodies and Safety Authorities in Europe.

According to the conclusions resulting from the Phare 2002/000-196.01.02 programme Implementation of the EU Legislation in the Field of Civil Aviation and Railway Sector, implementation of which was completed in June 2005, it is necessary to continue a legal, organisational and technical support for the Office for Railway Transport. An analysis of the conclusions submitted leads to a statement that further activity should be first of all aimed at:

• Regular adjustment of the Office for Railway Transport as the market regulator and the body relevant in safety issues to changes being introduced to the EU legislation;
• Strengthening of the Office for Railway Transport’s structures in the areas of market monitoring, railway transport regulation, safety and interoperability;
• Extending of the Office for Railway Transport’s capabilities and improvement of its productivity and effectiveness;
• Extending possibilities of cooperation between the Office for Railway Transport and the European Union’s institutions competent in the railway area and relevant offices functioning in particular member states.

According to the assumptions adopted by the Office for Railway Transport, a process of an implementation of the conclusions presented above is supposed to have a phased nature. The first phase of the project should be an implementation of the CRIS 2005/017-488.02.03 project - Expanding the Administrative Capacity to Implement the EU Rail Market Regulations. The expected effect of an implementation of the above-mentioned project should be a full adjustment of Polish legislation to the current European legislation, development of interoperability plans and methodologies of the registration and certification systems which are within the competences of the Office for Railway Transport. The second phase should be a provision of technical instruments necessary for an implementation of the developed theoretical results that was planned for an execution within this project.

The two-phase approach suggested by the Beneficiary will allow for a full and most effective adjustment of the Office for Railway Transport to an efficient functioning in the railway transport area under conditions of a full market liberalisation. In the same time, due to the timeframe used, it will be possible to include the recommendations developed by the European Railway Agency.

Challenges of the liberalised market, necessity of a continuous safety level improvement and interoperability implementation, have been forcing the national regulatory bodies and offices competent in safety issues to significantly increase their scope of information processed and speed of its exchange, both among themselves and with relevant institutions of the EU. According to the provisions of the Ordinance No. 881/2004 of the European Parliament and Council, dated April 29, 2004, that establishes the European Railway Agency (ERA), it is necessary to provide as large transparency and information flow effectiveness as possible, while the target is to link the national regulation, safety and interoperability with the European data base managed by the ERA.

Under Poland’s condition, according to conclusions of international conferences and EU missions of the recent years, it is necessary to provide a continuous technical assistance that
allows for an efficient management of the railway market of an unique importance in terms of its strategic location, railway network size and traffic level.

All above conclusions have been taken into account at the stage of developing particular projects for which the Office for Railway Transport is the Beneficiary. Their implementation, according to the approach presented above, is going to take place in a phased manner. This project should be a completion of the efforts delivered within the two previous projects.

4. Institutional Framework

The Office for Railway Transport (UTK) will be the primary Beneficiary of this project.

A wide spectrum of the Government’s representatives (primarily the UTK and Ministry of Infrastructure) as well as those of all railway market players will participate in the programme activities including the training elements. This will improve their competences by developing their own skills and will provide knowledge necessary for performing the functions related to monitoring and regulation of the railway market and a supervision of this market. These activities will provide knowledge and an access to credibly collected data, updated on a current basis, as well as they will provide a capability of a fast response to developments (both positive and negative) occurring in the market.

The Office for Railway Transport (UTK) will be the owner of the system, owner of the data bases created and the body that decides on rights and scopes of an access to information available from the system. An advantage of the system will be a possibility of a direct data entering into the system by the railway market players and making use of the data collected according to the conditions specified in the Ordinance of the European Parliament and Council No. 91/2003 on the railway transport statistics as well as in the Council’s Ordinance (WE) No. 322/97 on the European Union’s statistics.

The Office for Railway Transport (UTK) will be also the owner of the material resources in the form of, at least, a data base server and application server along with licensed server and tool software, and computer terminals according to the system architecture used.

A large spectrum of created system users is planned. It will consist of different entities representing both EU and national administration and separate market players. At the minimum, following target group is intended:

1. EU administrative structures:
   - European Commission – DG-TREN;
   - European Railway Agency;
   - EUROSTAT;

2. National administrative structures:
   - Ministry of Transport and Building (MTiB);
   - Office for Railway Transport (UTK);
   - Central Statistical Office (GUS);
   - Office of Competition and Consumer Protection (UOKIK);
   - Local Government Structures;

3. Entities acting on railway market in Poland:
   - Railway undertakings – 60 entities;
   - Infrastructure managers – 7 entities;
   - Railway sidings’ users – over 2000 entities.
4. Other entities:
- Community of European Railway and Infrastructure Companies (CER);
- European Rail Infrastructure Managers (EIM);
- European Rail Freight Association (ERFA);
- The European Rail Freight Customers’ Platform (ERFCP);
- Other associations.

The entities mentioned above will have different level of access to data collected and processed in the system that will be created under this project. The information form the database will be used for the purpose of market monitoring. The access to the database will be ensured in real time by Internet. The market players – railway undertakings, infrastructure managers and railway sidings’ users, licensed and operating in Poland and the Office for Railway Transport will be responsible also for entering relevant data to the system with use of IT terminals. The data on the number of the entities engaged in this procedure, that was mentioned above is valid for Q1 of 2006.

SPO: Vice-President in the Office for Railway Transport;

5. Detailed Budget

<table>
<thead>
<tr>
<th>€M</th>
<th>Transition Facility</th>
<th>Co-Financing</th>
<th>Total (TF+Co-Financing)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Investments</td>
<td>Transition</td>
<td>National Public Funds</td>
</tr>
<tr>
<td></td>
<td>Institution Building</td>
<td>Facility (=I+IB)</td>
<td>(*)</td>
</tr>
<tr>
<td>CONTRACT 1</td>
<td>Technical Assistance</td>
<td>1,50</td>
<td>1,50</td>
</tr>
<tr>
<td>CONTRACT 2</td>
<td>Investment</td>
<td>0,36</td>
<td>0,36</td>
</tr>
<tr>
<td>TOTAL</td>
<td></td>
<td>1,50</td>
<td>1,50</td>
</tr>
</tbody>
</table>

(*) contribution from national, regional, local and municipal authorities. FI loans for public entities, funds from public enterprises.

(**) Private funds, FI loans for private entities.

The amounts for national co-financing indicated in the table correspond to cash co-financing, unless otherwise stated. Contributions from the Polish administration for effective implementation of the TA may be further detailed in the Terms of references. Unless otherwise indicated joint co-financing is provided.

VAT does not constitute eligible expenditure except where it is genuinely and definitely borne by the final beneficiary. VAT which is considered recoverable, by whatever means, cannot be considered eligible, even if it is not actually recovered by the final beneficiary or individual recipient.

In case of parallel co-financing (0,36 M€), the following activities will be financed from the parallel co-financing provision in the budget table: Contract 2 (delivery of equipment and licensed software).
According to the joint financing procedure, the total cost of Contract 1 (1,66 M€) will be financed with both Transition Facility funds and Polish funds, in proportions corresponding with contributions declared in the budget table.

In case of a Joint Co-Financing, if the final total cost is lower than that envisioned in the Project Fiche, the National Public Funds and Transition Facility Co-Financing will be reduced proportionally so that the agreed co-financing rate is obtained. In case of the Parallel Co-Financing, if the final total cost is lower than that envisioned in the Project Fiche, it should be shown that the project goals have been completely achieved.

The Contract 1 (Technical Assistance) is financed jointly by Transition Facility funds (90% share) and national public funds (10% share). The Contract 2 (Technical Service) is financed by national public funds. All additional costs that go beyond the current TF allocation will be financed nationally.

6. Implementation Arrangements

There will be a Project Steering Committee (PSC) established in order to speed up the implementation process of the given project components in the first months after Financial Decision for Transition Facility 2006 is taken. The structure of the Committee will be working as an advisory and monitoring body until particular components are contracted and thus were appropriate may be replaced by Steering Committees for TA and investment components independently.

The participants of the Project Steering Committee will be representatives of the following institutions: PAO, NAC, CFCU and beneficiary (SPO and contact person as indicated in the fiche). It is also recommended to invite representatives of NAO services while the issues of financial management flow are to be comprehensibly discussed. The Project Steering Committee will meet every quarter starting from the date of signing the Financial Decision and will concentrate on discussing the problems occurred at the beginning phase of project implementation as well as on defining possible solutions and corrective measures. The PAO representative will organize and chair the PSC meetings.

6.1. Implementing Agency

**PAO**: Mr. Tadeusz Kozek, Under-Secretary of State, European Integration Office, Aleje Ujazdowskie 9, 00-918 Warszawa, Poland, tel. +48 22 455 52 41, fax: +48 22 455 52 43

**CFCU** will be the Implementing Agency:
Director, Co-operation Fund, Central Financing and Contracting Unit (CFCU), ul. Górnioślaska 4a, 00-444 Warszawa, Poland, tel. +48 22 622 84 64, fax: +48 22 622 75 65

CFCU will be responsible for issues related to the tendering, contracting and disbursement. During preparation of the ToR and contracts, the Beneficiary will assist the CFCU. In order to support the CFCU, a working group will be established to perform effectively the implementation efforts and their coordination. The goal of this working group will be preparation of the tender documentation and collaboration with the CFCU in performing the contracts.
6.2. Twinning
N/A

6.3. Non-standard Procedures
N/A

6.4 Contract

**Contract 1 – Technical Assistance**, Total budget 1 660 000 Euro gross value (Transition Facility 1 500 000 Euro + 160 000 Euro national co-financing funds) joint co-financing.

**Contract 2 – Investment**, Total budget 360 000 Euro gross value of parallel national financing.

7. Implementation Schedule

**Contract 1**:  
7.1 Commencement of contracting process: Q 1, 2007  
7.2 Start of project implementation/signature of contract: Q 1, 2008  
7.3 Project completion: Q 2, 2009

**Contract 2**:  
7.1 Commencement of contracting process: Q3, 2008  
7.2 Start of project implementation/signature of contract: Q4, 2008  
7.3 Project completion: Q1, 2009

8. Sustainability

The factors listed below which characterise the Beneficiary should provide a sustainability and stabilisation within an implementation of this project:

a) The Beneficiary has adequate personnel resources, necessary for performing this project and an implementation of its results;
b) The number of at least 30 trainers, responsible for providing future trainings for railway siding users and other market players existing on developing railway market, will be trained during project implementation.
c) The Beneficiary has developed the right forms of collaboration with both the consultants and contractors during an implementation of previous assistance programmes;
d) The Beneficiary needs a further support which was clearly stated in the conclusions of the previous projects;
e) The Government of Poland fully supports any activities aimed at an implementation of the EU legislation in the railway area as well as an organisational and technical adjustment of the entity responsible for regulation and safety of railway transport to functioning under conditions of a full market liberalisation;
f) The Government of Poland will provide adequate resources and it will be supporting the programme in order to achieve the results expected.
9. Conditionality and Sequencing

9.1 Conditionality of the project:

The project will be implemented in a sustainable manner, as a continuation and a necessary supplement to the two previous projects - CRIS 2002/000-196.01.02 and CRIS 2005/017-488.02.03, the Beneficiary of which was the Office for Railway Transport. According to this methodology, an evaluation of this project will constitute also a summary of the efforts undertaken so far in order to adjust the Office for Railway Transport to an operation in compliance with the current legal and functional solutions developed within the European Union.

The CRIS 2002/000-196.01.02 programme, financed from the Phare funds, was completed in June 2005. Currently the activities, concerning implementation of the conclusions of this project are carried out. The close down for these activities is anticipated for Q 2 of 2006.

The completion of the CRIS 2005/017-488.02.03 project “Expanding the administrative capacity to implement EU rail market regulations” is scheduled for Q 3, 2007. The implementation of the project described in this fiche will start after the CRIS 2005/017-488.02.03 project will be completed, its results achieved and final reports worked out by the consultant will be accepted by the beneficiary.

All additional costs that go beyond the current Transition Facility allocation will be financed nationally.

9.2. Sequencing of project activities:

The schedule shown below includes the general conditions of correct project implementation, its key elements and the sequence of actions that should be taken:

a) Development of the Terms of Reference;
b) Start of tender procedure
c) Signing the contract with the consultant
d) Start of contract activity
e) Analysis of the existing situation and listing the needs according to the existing status;
f) Development of general assumptions concerning essential technical IT infrastructure to be delivered, by the consultant selected for accomplishment TA component;
g) Tendering procedure and signing of contract with the technical IT infrastructure provider;
h) Building the IT system that meets defined needs;
i) Training the Office for Railway Transport’s personnel in the system operation;
j) Completion of TA component of the project
k) Completion of whole project (final payment)
l) Planning of further actions, connected with updating of the implemented system;
m) Project implementation assessment;

The above project scope presented in this fiche corresponds to the current long-term demand of the Office for Railway Transport for advisory and technical assistance. It is fully complementary to the projects implemented to date in the Office for Railway Transport and its implementation will provide a complete achievement of the expected objectives.
Annex 1: Logframe Matrix

<table>
<thead>
<tr>
<th>LOGFRAME PLANNING MATRIX FOR THE PROJECT</th>
<th>Programme Name &amp; No.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project: Extension of Institutional and Organisational Capabilities of the Office for Railway Transport in the Area of Supervision of Railway Market in Poland</td>
<td>Contracting period expires Q 4, 2008</td>
</tr>
<tr>
<td>Total Budget</td>
<td>€ 2,020,000</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Overall Objective</th>
<th>Objectively Verifiable Indicators</th>
<th>Sources of Verification</th>
</tr>
</thead>
</table>

Extension of Institutional and Organisational Capabilities of the Office for Railway Transport in the Area of Supervision of Railway Market in Poland
Ensuring transparency and competitiveness of railway market in Poland, by expanding technical and organizational capacity of the Office for Railway Transport (UTK) in the field of monitoring and supervision in accordance with relevant EU legislation, and providing contribution to an “E-Europe – an information society for all” project implementation in the field of intelligent transport and public institutions in the Internet.

<table>
<thead>
<tr>
<th>Project Purpose</th>
<th>Objectively Verifiable Indicators</th>
<th>Sources of Verification</th>
<th>Assumptions</th>
</tr>
</thead>
<tbody>
<tr>
<td>General data on railway market in Poland made available for all entities (project target group) by the end of the project.</td>
<td>Information and procedures of access to railway market in Poland made available published at the official website of the Office for Railway Transport.</td>
<td>Railway market data collected on the database server.</td>
<td>Application forms in electronic version made available at the official website of the Office for Railway Transport.</td>
</tr>
<tr>
<td>Detailed data on railway market in Poland made available at different level for separate entities (UTK, Ministry relevant for Transport, EC DG-TREN, ERA and market players) in one year after project’s accomplishment.</td>
<td>Annual reports on safety and market regulation, based on data collected and processed with use of the system, worked out by the Office for Railway Transport and submitted to the Minister relevant for Transport, EC DG-TREN and ERA.</td>
<td>Information on the degree of market liberalization, implementation of EU legislation in the field of railway market in separate Member States, made available at the official website of the Office for Railway Transport.</td>
<td></td>
</tr>
</tbody>
</table>
1. Ensuring market monitoring, data publication and free access to information concerning railway market for national administration, EU administration and market players. (The access ensured in real time and from any place in EU).

2. Introducing institutional and technical solutions in UTK in order to ensure fully compatibility with relevant European standards.

3. Providing uniformed informatics platform for collecting and management of data related to domestic and European railway transport market in following areas:
   - railway market regulation,
   - safety of railway transport,
   - railway interoperability.

<table>
<thead>
<tr>
<th>Results</th>
<th>Objectively Verifiable Indicators</th>
<th>Sources of Verification</th>
<th>Assumptions</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Current functionally and technically dispersed database systems, that are used in the Office for Railway Transport, replaced by an individual and comprehensive</td>
<td>Individual comprehensive informatics system at least of the ERP class, supporting functions of the Office for Railway Transport as national regulatory body and national safety</td>
<td>Technical documentation of informatics system in Polish and English language, including both the operational documentation and system user’s manuals.</td>
<td>Issuance of relevant instructions by European Railway Agency, concerning uniformed rules of monitoring of European railway market.</td>
</tr>
<tr>
<td></td>
<td>Actual information on railway market in Poland, including data concerning individual market players, required by relevant legislation, made available for various entities by Q3, 2009.</td>
<td>Relevant registers and databases on railway market, worked out by the Office for Railway Transport, located at database server and made available at different level for separate entities.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Information on railway market worked out in unified and compatible format, submitted to EC DG-TREN and ERA in accordance with relevant EU legislation, by Q3, 2009.</td>
<td>General data on railway market made available on the official website of the Office for Railway Transport.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Individual comprehensive informatics platform, supporting functions of the Office for Railway Transport as national regulatory body and national safety authority constructed and implemented by Q3, 2009</td>
<td>Thematic reports based on relevant EU recommendations concerning scope and format of presented data, worked out by the Office for Railway Transport for the purpose of EC DG-TREN and ERA</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Annual reports containing collected data on railway market regulation and railway market safety worked out by the Office For Railway Transport in accordance with relevant national and EU legislation.</td>
<td>Post-project report on the assessment of system functionality, worked by the Office for Railway Transport.</td>
<td></td>
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<tr>
<td>---</td>
<td>---</td>
<td>---</td>
<td></td>
</tr>
<tr>
<td>1.</td>
<td>informatics system at least of the ERP class (Enterprise Resource Planning).</td>
<td>authority created and implemented by end of the project.</td>
<td></td>
</tr>
<tr>
<td>2.</td>
<td>The IT technical infrastructure with licensed software and data security systems built.</td>
<td>IT technical infrastructure elements delivered, installed and put in operation the end of Q1, 2009.</td>
<td></td>
</tr>
<tr>
<td>3.</td>
<td>Trainings for UTK personnel and market players concerning the correct functioning of the system developed and carried out.</td>
<td>17 training programmes over the programme implementation period conducted and approx. 450 people trained including 30 trainers by the end of the project.</td>
<td></td>
</tr>
<tr>
<td>4.</td>
<td>The Office for Railway Transport (UTK) introduced to the European system of exchange of information on railway market.</td>
<td>Comprehensive registers and data bases concerning different aspects of railway market created and made available for the Ministry relevant for Transport, EC DG-TREN, ERA and various entities by the end of the project.</td>
<td></td>
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<tr>
<td></td>
<td></td>
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<tr>
<td></td>
<td></td>
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<td></td>
</tr>
<tr>
<td></td>
<td>Report on the tests of informatics system functioning, with use of simulations based on model data, provided by the consultant.</td>
<td>Informatics system acceptance protocol including information on the assessment made by key system users.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>An Acceptance Protocol for delivered IT technical infrastructure with technical documentation, user’s manual and license certificates delivered in Polish and English language.</td>
<td>Report on the tests of IT infrastructure and informatics system functioning, performed by consultants/contractors with use of model data.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>The Final Report on trainings, submitted by the consultant after completion of both training cycles.</td>
<td>System user’s manuals.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Printouts of relevant Reports, worked out by the Office for Railway Transport on the basis of data collected and processed with use of created IT system.</td>
<td>Statistics concerning use of the Office for Railway Transport website.</td>
<td></td>
</tr>
<tr>
<td>Activities</td>
<td>Means</td>
<td>Assumptions</td>
<td></td>
</tr>
<tr>
<td>------------</td>
<td>-------</td>
<td>-------------</td>
<td></td>
</tr>
<tr>
<td><strong>CONTRACT-1 (TA)</strong>&lt;br&gt;<strong>Action 1</strong>: Development of a detailed plan for an identification of implementation the EU’s legislation requirements and procedures of their implementation by the UTK.&lt;br&gt;<strong>Action 2</strong>: Creation of an advanced informatics system for registration and implementation of the procedures of licensing, market regulation, safety certification and interoperability.&lt;br&gt;<strong>Action 3</strong> (Training): Training activity performed in the form of theoretical trainings and workshops for the attendees including trainings for trainers</td>
<td>TA contract signed.&lt;br&gt;All trainings carried out.&lt;br&gt;Contract 2 for investment part signed.</td>
<td>Close down of activities concerning implementation of conclusions, worked out during accomplishment of the project CRIS 2002/000-196.01.02. Co-financing available. Prompt development of general assumptions concerning essential technical IT infrastructure to be delivered, by the consultant selected for accomplishment TA component Successful accomplishment of contracting.</td>
<td></td>
</tr>
<tr>
<td><strong>CONTRACT-2 Investment</strong>&lt;br&gt;<strong>Action</strong>: Delivery of the IT technical infrastructure elements and system implementation.</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Preconditions**<br>Acceptance of the final reports worked out by the consultant of Transition Facility 2005 project CRIS No. 2005/017-488.02.03 “Expanding the administrative capacity to implement EU rail market regulations”.
### Annex 2: Implementation, Contracting and Disbursement Schedule

<table>
<thead>
<tr>
<th>Programme Name</th>
<th>Extension of Institutional and Organisational Capabilities of the Office for Railway Transport in the Area of Supervision of Railway Market in Poland</th>
<th>Preparation Date</th>
<th>November 2005</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planning Period</td>
<td>Q4, 2005-Q2, 2009</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Project</td>
<td>Implementation Schedule (in quarters)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Implementation Schedule</td>
<td>D</td>
<td>D</td>
<td>D</td>
</tr>
<tr>
<td>Contracting Schedule</td>
<td>1,50</td>
<td>1,50</td>
<td>0,55</td>
</tr>
<tr>
<td>Disbursement Schedule</td>
<td>1,50</td>
<td>1,50</td>
<td>0,55</td>
</tr>
</tbody>
</table>

Legend:
D: design of contract and tendering;
C: signature of contract;
I: contract implementation and payment
Annex 4

Needs Analysis:

In accordance with considerable number of EU legislation enumerated in the project’s fiche, constant enhancement of capacities of separate national Regulatory Bodies and Safety Authorities in the area of railway data collecting, processing and exchange, to assure safety and transparency on common railway market is required. This includes the exchange of information between individual Regulatory Bodies and Safety Authorities in separate Member States, exchange of information with relevant European institutions, especially with European Railway Agency and European Commission services, but also to provide public opinion with relevant information.

The directive 2001/12/EC of the European Parliament and of the Council, of 26th February 2001, amending Council Directive 91/440/EEC on the development of Community’s Railways clearly states, that: it’s necessary to implement a number of measures in order better to monitor the development of the railway sector and the evolution of the market, assess the effect of the measures adopted and analyze the impact of the measures envisaged by the Commission. At the same time, the Regulation No 91/2003 of the European Parliament and the Council of 16 December 2002 on rail transport statistics specifies, that: Community statistics on all modes of transport should be collected according to common concepts and standards, with the aim of achieving the fullest practicable comparability between transport modes.

On the basis of these premises, the aim of this project is to provide the Office for Railway Transport, performing functions of national regulatory body and safety authority, with uniformed informatics platform for collecting and management of data related to domestic and European railway transport market in accordance with the requirements of acquis communautaire. This will contribute to enhancement of capacities in the area of permanent monitoring of European railway market by easy access to unified and reliable data in real time and exchange of information between interested parties.

Due to the fact, that according to European legislation and recommendations of relevant European institutions the scope of data that have to be collected, and made available for various entities systematically extends, involving new areas of activity like licensing, market regulation or interoperability, it is necessary use suitable and efficient tools for data processing.

Current system of data collecting and processing, that is in force in the Office for Railway Transport is based mainly on national standards and solutions. It refers to conventional separate databases (both paper and electronic) that aren’t unified and connected one with another. The process of adjusting of collected data, to the requirements of separate EU institutions is time-consuming and not efficient. At present, the most extensive database on railway market performance consists of 776 200 separate elements (for one year) and doesn’t include the information concerning licences, certificates, interoperability and safety issues.

The project is designed to work out the scope and type of data to be collected, in line with the requirements of European Commission and European Railway Agency, based on acquis communautaire and to create modern and efficient database. The system created under this project will contribute among others to:
• Extension of the number of entities that will have the access to data in real time;
• Reduction of costs of collected data processing;
• Unification of collected data;
Finally it ensure the transparency and competitiveness of railway market in Poland.