



**TRAKCJA
GROUP**

GENERAL INFORMATION

TRAKCJA GROUP



WHO WE ARE

TRAKCJA PRKiI is a Warsaw Stock Exchange listed Polish company with almost 70-year history, a market leader in railway construction and electrification works, with strong presence in road works, electric power transmission lines and real estate.



WHO WE ARE

We are a group of subjects specialized in key directions of infrastructural and general construction. We operate in Baltic countries, mainly in Poland and Lithuania, but also Latvia and Sweden. We employ over 2000 specialists in 5 countries. We realize over a 100 contracts yearly, with income ranging at 400 million Euro. We build train tractions, tramway tractions, roads, bridges, engineering objects and energetic lines, housing complexes and industrial objects. We produce devices that power train and tramway contact lines and offer specialized services in developing projects. With trust from financial institution, we have at our disposal adequate credit lines, which makes us a trustworthy partner, capable of operating on large scales. Traction Group is formed of: Trakcja PRKił, AB Kauno Tiltai, PRK 7 Nieruchomości, Torprojekt, PEUiM Białystok and Bahn Technik Wrocław.

WE HIRE
2000
PROFESSIONALS

400M €
ANNUAL INCOME

100
CONTRACTS PER
YEAR

HISTORY

1949 — Establishing the company as a state-owned enterprise

1994 — Privatization

2005 — Acquisition of PRKi Wrocław S.A. (railroad)

2005 — Comsa Emte acquires strategic stake in the Company

2007 — Acquisition of PRK-7 S.A. (civil works)

2008 — IPO on Warsaw Stock Exchange

2010 — Acquisition of Torprojekt Ltd. (design)

2011 — Acquisition of Tiltra Group in Lithuania

2013 — Merger of Trakcja S.A. and PRKiI S.A.

2008

LISTED ON WARSAW
STOCK EXCHANGE

1949

ESTABLISHING THE COMPANY

2013

MERGER OF TRAKCJA S.A.
&
PRKiI S.A.

TRAKCJA GROUP competences

**PROSPECTIVE
AND DESIRED
BY THE MARKET
COMPETENCES**





KEY CHALLENGES IN THE EXECUTION OF MAJOR RAILWAY PROJECTS 2010 - 2016

May 18th, 2016



MODERNIZATION OF WARSAW – GDYNIA RAILWAY LINE, MALBORK LOCAL CONTROL CENTRE SECTION

- Contract value: **204 M EUR net**
- Completion: **May 2011 – June 2015**
- Client: **PKP Polish Railway Lines S.A.**
- Length of the section: **51 km**

KEY CHALLENGES:

- The project was part of a multi-million EUR scheme to implement **first high speed trains** in Poland (Pendolino ED250), putting it in the spotlight and under constant political and social pressure.
- The line is neighbouring **some of the most iconic historical sites** in Poland, such as the medieval Malbork Castle, and liaison with many demanding stakeholders was required throughout the preparation and construction phase.
- Station buildings, such as over 160-year-old Malbork Station, are of substantial historical value and their architectural heritage had to be protected and carefully restored.



MODERNIZATION OF WARSAW – GDYNIA RAILWAY LINE, DZIAŁDOWO LOCAL CONTROL CENTRE SECTION

- Contract value: **171 M EUR net**
- Completion: **June 2010 – November 2015**
- Client: **PKP Polish Railway Lines S.A.**
- Length of the section: **54 km**

KEY CHALLENGES:

- New bridge over the river Wkra was designed as single deck to carry both tracks. To ensure continuous railway traffic, the new bridge was constructed parallel to the existing structure. Removal of permanent way and the old structure, transporting of the new bridge in to its final location and rebuilding of permanent way and catenary was carried out over just **160 hour line closure**.
- A major redesign of a section of works during the construction phase was required, resulting in new track having to be constructed **60 m away** from the existing one in order to correct track curvature, which caused major programme and logistical challenges.



MODERNIZATION OF WROCŁAW–POZNAŃ RAILWAY LINE, WROCŁAW-GRABISZYN-SKOKOWA AND ŻMIGRÓD SECTION

- Contract value: **155 M EUR net**
- Completion: **August 2011 – October 2015**
- Client: **PKP Polish Railway Lines S.A.**
- Length of the section: **58 km**

KEY CHALLENGES:

- Works were carried out within **Natura 2000**, a network of nature protection areas designed to protect the most seriously threatened habitats and species across Europe.
- One of the biggest technical challenges related to the **486 m railway bridge** over the Odra river, which carries 2 no. tracks over the Odra riverbed and floodplains. Dismantling of the old span and installation of the new one was carried out using push-launch (sliding) method.
- Modernization of one of the structures involved restoration works to a 19th century historical artillery blockhouse, which formed part of the fortification system, as a collateral bridgehead.



MODERNIZATION OF KRAKÓW – RZESZÓW RAILWAY LINE, DĘBICA – SĘDZISZÓW MAŁOPOLSKI SECTION, SĘDZISZÓW MAŁOPOLSKI - RZESZÓW ZACHODNI SECTION

- Contract value: **166 M EUR net**
- Completion: **December 2010 – March 2017**
- Client: **PKP Polish Railway Lines S.A.**
- Length of the section: **44 km**

KEY CHALLENGES:

- In both projects large amount of additional works occurred, far beyond the original scope of works, what required the Client to select a new contractor under a separate public tender procedure for additional works. The additional works, consisting of crucial soil reinforcement scheme, conditioned completion of the original scope of works, making it impossible to continue and to complete the project on time.



MODERNIZATION OF KRAKÓW – RZESZÓW RAILWAY LINE, PODŁĘŻE – BOCHNIA SECTION

- Contract value: **138 M EUR net**
- Completion: **November 2011 – November 2015**
- Client: **PKP Polish Railway Lines S.A.**
- Length of the section: **23 km**

KEY CHALLENGES:

- Due to a very high intensity of rail traffic on the modernized section of the railway line, it was not possible to obtain a full track closure. The works had to be organized in a way to ensure uninterrupted railway traffic on at least one track at all times. For this purpose, TRAKCJA PRKiI developed a detailed schedule dividing works into multiple phases, taking into account available track closures.
- Using a two-stage acquisition of administrative decisions and permits made it possible to complete the project on time, despite major issues with the acquisition of the land intended for the project.
- A push-launch (sliding) method was used for the reconstruction of the bridge over the river Raba, which greatly accelerated the speed of works.



MODERNIZATION OF WARSZAWA OKĘCIE – RADOM RAILWAY LINE, OKĘCIE AIRPORT STATION LCC

- Contract value: **88 M EUR net**
- Completion: **October 2015 – April 2017**
- Client: **PKP Polish Railway Lines S.A.**
- Length of the section: **27 km**

KEY CHALLENGES:

- Large number of construction phase designs differs from the existing conditions on site and major redesigns are required.
- Obtaining design approvals for design changes within very limited timeframe.
- The railway line being modernized is neighbouring with Poland's busiest airport Warszawa Okęcie and heavy rail traffic require TRAKCJA PRKi1 to maintain at least one track open for traffic at all times.
- Very short line closures (possessions) require precise planning and efficient management of resources. High volumes of materials and large number of workforce and plant are accumulated in a very limited area over a short period of time, hence good communication is a must in order to coordinate various types of works.



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Thank you for the attention!