

budimex



RAILWAY
**Railway
construction**

budimex

www.budimex.pl



Budimex SA

**We are the leader of the Polish construction market.
We have over 55 years of history and experience.**

We carry out infrastructure, general, energy and industrial construction projects. We operate in Poland and in foreign markets. We use modern technologies and have at our disposal equipment facilities that guarantee the reliability and high quality of our work.

We attach significant importance to ethics and responsibility in business. We are a signatory to the Agreement for Safety in Construction for the purpose of ensuring ever higher standards of protection for the life and health of our employees, as well as the beneficiaries of the works. We act for the benefit of local communities. Based on our ESG strategy, we reduce our impact on the immediate environment and participate in the development of a green future.

We build for people. We improve their quality of life.

Railway Construction

We promote fast, passenger-friendly and low-emission rail transport.

Rail construction is an important segment of our business with potential for the future growth. We have a wide and modern machinery park, which allows us to undertake the most technically advanced railway projects. We carry out complex investments with full infrastructure facilities, including platforms, stations or viaducts. We participate in the construction of new and modernization of existing strategic railway lines - in Poland and abroad.

Our portfolio includes Railway Station Warszawa Zachodnia (the biggest railway station in Poland), railway line Rokietnica-Wronki, railway junction in Cracow, Railway station Czechowice-Dziedzice and Station Gdynia Port.



Local Control Centre Iława

Increasing train speeds
to 160 km/h

Execution:

05.2011 – 12.2014

Investor:

**PKP POLSKIE LINIE
KOLEJOWE SA**

The contract included the modernization of railway line No. 9 within the Local Control Centre (LCS) area in Iława. Within the scope of the project, the track superstructure with turnouts, catenary line, drainage system and trackside infrastructure were replaced. Comprehensive sub-track strengthening works were carried out, a system of roads and overhead crossings were built, as well as 14 railway viaducts, 10 road viaducts and 9 pedestrian crossings. In addition, the platform infrastructure has been adapted to the needs of people with disabilities, and a new computerized train control system was also put into operation.

Net value:

687.9

PLN million





Poland's first railway line
built from scratch
in 40 years

Execution:
05.2013 – 10.2015

Investor:
**POMORSKA KOLEJ
METROPOLITALNA**

The contract included the design and construction of the Metropolitan Railway, the revitalization of the Kokoszkowska railway. A two-track railway line with a total length of about 17 km was built on a completely new track on the section from Gdańsk Wrzeszcz connection with line no. 2010. 8 passenger stops with 15 side platforms and one island platform were also built. As part of the contract, a local control center and technical station were built, existing roads and pavements, Park and Ride car parks and cycle parking were rebuilt. A total of 16 railway viaducts, 6 road viaducts, 5 underpasses, 3 pedestrian bridges and 3 animal crossings were built. The contract additionally included the construction of a comprehensive drainage system and numerous environmental protection devices.



Net value:
546.8
PLN million

Metropolitan Railway Pomerania

Railway junction

Kraków Zabłocie - Kraków Podgórze

Work carried out in the very centre of Kraków

The contract comprised the reconstruction of the tracks of the routes nos. 91, 94, 603 and the construction of a new line 624 on two railway flyovers 541 and 612 m. long. In addition, 6 other engineering structures were built, as well as two new passenger stops Kraków Zabłocie and Kraków Podgórze (Krzemionki), adapted to the needs of people with disabilities, together with platforms and ancillary infrastructure. The project also

involved the reconstruction of the overhead catenary network, gas and water supply networks, construction of railway traffic control devices, power and telecommunications networks, lighting and rainwater and sanitary sewage systems. The contract provided for the reconstruction of the accompanying road infrastructure and installation of new acoustic screens.

Execution:

09.2015 - 12.2017

Investor:

**PKP POLSKIE LINIE
KOLEJOWE SA**

Net value:
210.7
PLN million





A modern facility, prepared for fully automated train operations

Central Railway Main Line Olszamowice

Execution:

11.2016 – 05.2018

Investor:

**PKP POLSKIE LINIE
KOLEJOWE SA**

As part of the contract, a consortium led by Budimex designed, modernized and built the station's technical infrastructure, including new turnouts and catenary line, as well as new computerized railway traffic control equipment. The scope of work included, among other things, works related to the construction of a new track superstructure with substructure and drainage system, the demolition of the existing catenary

and construction of a new overhead catenary network with a power supply system, and the installation of 12 new, very modern switches with a movable crossing, used on high-speed lines. In addition, the contract included the construction of a signal box and the installation of a video monitoring system. After modernization, the facility was adapted to manage train traffic at speeds of over 200 km/h.

Net value:
47.2
PLN million



05

Local Control Centre Kutno

The contract, carried out in a consortium, included the modernization of the Local Control Centre Kutno on the E-20 railway route. The reconstruction included the dismantling of the tracks, reinforcement of the substructure, laying of a new superstructure, and construction of the catenary network and two signal boxes - in Kutno and Bartogi. A new computerized traffic control system was launched at Kłodawa and Bartogi stations. On the completed sections of the modernized E-20 line, traffic travels at a speed of 160 km/h for passenger trains and 120 km/h for freight trains.

Execution:

04.2017 - 10.2020

Investor:

**PKP POLSKIE LINIE
KOLEJOWE SA**

Reduction of journey time
between Poznań and
Warsaw to 2 hours
20 minutes.

Net value:

560

PLN million



Local Control Centre

Idzikowice

Work carried out on one of the most important railway lines in Poland

Execution

02.2018 – 06.2020

Investor:

**PKP POLSKIE LINIE
KOLEJOWE SA**

The contract, carried out in cooperation with KZA Lublin, included the construction and modernization of the track superstructure together with the substructure and drainage, the reconstruction of the overhead catenary and power network, the construction of new rail traffic control devices, the reconstruction of the telecommunication networks and the control room, as well as the extension of the emergency group hall for PKP PLK's maintenance services. A total of 44 new turnouts, 19 km of track and 25 km of overhead line were built at Idzikowice station. The aim of the investment was to adapt one of main railway lines in Poland to a speed of 250 km/h.

Net value:
131
PLN million





07

Upgrading the so-called small ring line

Execution
02.2017 – 05.2020

Investor:
**PKP POLSKIE LINIE
KOLEJOWE SA**

The work included the construction of 4 km of new track surface on the Warszawa Zachodnia – Warszawa Gdańska section. During the project, 4 stops were modernised and rebuilt: Warszawa Zachodnia platform No. 8, Warszawa Wola, Warszawa Koło, Warszawa Powązki and Warszawa Młynów, establishing an interchange, connecting railways, trams and a station of the second metro line. The rebuilt stops were equipped with innovative lighting, facilities for persons with disability, a CCTV monitoring system and technological communication equipment, among others. In addition, the overhead catenary network, power, telecommunication and traffic control networks were rebuilt together with 3 railway viaducts and 2 footbridges.



Net value:
203
EUR million



Warsaw ring line

Railway line no. 7

Otwock – Pilawa

Modernization of 122 km
of line

Execution:

06.2017 – 04.2021

Investor:

**PKP POLSKIE LINIE
KOLEJOWE SA**

Work was carried out on three sections of the route: from Otwock to Pilawa, from Pilawa to Dęblin and from Dęblin to Nałęczów. The scope of works in the first part included the reconstruction of 74 km of track, Otwock, Celestynów and Pilawa stations, the construction of 87 new turnouts, the reconstruction of the overhead catenary network, the railway power network and equipment, the modernization of 12 level crossings, the reconstruction and construction of 22 engineering structures, two control stations and the LCS building at the Pilawa station. In addition, 18 new platforms were built, sanitary infrastructure and water facilities were rebuilt. As part of the contract, 5 km of roads were built.



Net value:
335
PLN million

Railway line no. 7

Pilawa – Dęblin

Modernisation of the largest station on LK7 section

As part of the contract, tracks 1 and 2 on the section from Pilawa to Dęblin were rebuilt. The scope of work involved the modernisation of 120 km of track with subgrade and drainage, the reconstruction of the existing and construction of new infrastructure adapted to the needs of people with disabilities on 25 platforms at the stations: Garwolin, Łaskarzew Towarowy, Sobolew, Życzyn and Dęblin, as well as the construction of 106 new turnouts. A comprehensive reconstruction

of the overhead catenary network and the railway power supply network and equipment was also carried out. The modernisation additionally included 17 level crossings and the construction of 53 engineering structures. A 169.6 m long three-span steel railway bridge was constructed at Dęblin station.

Execution:

06.2017 – 12.2019

Investor:

**PKP POLSKIE LINIE
KOLEJOWE SA**



Net value:

597

PLN million



Railway line No. 7

Dęblin – Nałęczów

Modernization of the largest station on LK7 section

Work started with the rebuilding of track no. 2 - from the bridge over the Wieprz River to Puławy Azoty station, together with tracks 2, 4, 6 and 8 at Zarzeka station and tracks 4 and 6 at Puławy Azoty station. The length of the modernized section is 40 km. As part of the contract, about 83 km of tracks were rebuilt along with substructure and drainage, also Zarzeka, Puławy Azoty, Puławy Klementowice and Nałęczów stations. There were also 98 new turnouts built, the overhead catenary network was

rebuilt, as well as the railway power networks and equipment. Twenty-three engineering structures, two signaling control stations at Zarzeka and Puławy Azoty stations and 18 new platforms adapted to the needs of people with disabilities were built, together with the full infrastructure. In addition, around 20 km of road systems were built, and the sanitary infrastructure, rainwater drainage network and telecommunication networks were rebuilt.

Execution:

03.2019 – 02.2021

Investor:

**PKP POLSKIE LINIE
KOLEJOWE SA**

Net value:
635
PLN million



Railway line no. 133

Trzebinia – Krzeszowice

Part of the E30
international corridor

Execution:

10.2017 – 06.2023

Investor:

**PKP POLSKIE LINIE
KOLEJOWE SA**

As part of the investment, 12 tracks with a total length of almost 9 km were modernized, including: 13,000 railroad ties, 50,000 tons of ballast, 26 switches, 10,500 m of overhead line, as well as 3 platforms, including one side platform and two island platforms. In addition, the project included the construction of an underpass, a pedestrian bridge with lifts and a ten-span road overpass with a reinforced concrete beam structure.

Net value:
320
PLN million



E59 Rokietnica - Wronki railway line

Investment honored with
Top Builder 2023 award

Execution:

09.2018 - 04.2022

Investor:

**PKP POLSKIE LINIE
KOLEJOWE SA**

Under the contract, the superstructure, 74 km of overhead line, power supply, 18 railway and road bridges and viaducts and 19 level crossings were modernized. The work also included the reconstruction of 2 stations - Szamotuły and Wronki - and 3 stops: Pamiątkowo, Baborówko and Pęckowo, as well as 10 platforms together with street furniture and their adaptation to the needs of persons with reduced mobility. The 35.14 km route is part of the Poznań Główny-Szczecin Główny railway line.

Net value:
564
PLN million





The largest ever modernization of the Polish railway network

13

Gdynia Port station

Execution:

04.2019 – IN PROGRESS

Investor:

**PKP POLSKIE LINIE
KOLEJOWE SA**

The contract includes the modernization of 115 km of track and the electrification of access to the port gates. In addition, 13 km of roads, a railway bridge, 359 switches and 29 level crossings are being rebuilt as part of the investment. The works include also

a Local Control Centre building, two railway signal boxes and a PKP Cargo office building. The project is co-financed by EU funds from the CEF Connecting Europe Facility.

Net value:

1.8

PLN billions



Railway junction Czechowice Railway lines No. 139, 93, 693, 790, 150

Most Wiśła – Czechowice- Dziedzice – Zabrzeg

Improving passenger
comfort and boosting
freight transport

Execution:

10.2019 – 12.2023

Investor:

**PKP POLSKIE LINIE
KOLEJOWE SA**

The scope of work included the replacement of 47 km of track and 56 km of catenary and 119 switches. As part of the investment, 3 level crossings were modernized, and platforms at the Czechowice-Dziedzice station and the Goczałkowice-Zdrój and Zabrzeg passenger stops were rebuilt. In addition, new buildings were raised for the control room of the Local Control Centre and the Operations Section, as well as equipment and systems for controlling railway traffic. In total, the project included 8 railway viaducts, 4 railway bridges, 7 culverts, including 2 with animal crossing functions, or platform stairs. In all subways, murals depicting the history of the railway and its impact on the immediate surroundings were made.

Net value:
1.5
PLN billions





One of the largest railway projects in Poland in recent years

Execution:

07.2020 – IN PROGRESS

Investor:

**PKP POLSKIE LINIE
KOLEJOWE SA**

15

The project is being carried out in cooperation between four Budimex business units. The contract includes the construction of new platforms adapted to the needs of people with reduced mobility, an additional platform on the side of Tunelowa Street and a multi-functional building with a Station Hall. On level -2, a tram tunnel is being built, while on the eastern side of the facility, a footbridge will connect the platforms to Ochota and Wola districts. The reconstruction of the track system will allow trains to pass freely from the ring line to the Radom line. In the course of the works, additional soil reinforcement is being carried out using the DSM column technology with a total length of 64,204 meters.

Modernization of Warszawa Zachodnia station



Net value:

2.2

PLN billions

E75 line

Ełk station

Section of the Rail Baltica international route

Execution:

08.2021 – IN PROGRESS

Investor:

**PKP POLSKIE LINIE
KOLEJOWE SA**

This is the largest junction station in this part of the country. Under the agreement, a comprehensive reconstruction of the track system at the junction of railway lines 38, 41, 219 and 223 will be carried out, together with associated infrastructure, as well as 38.3 km of track, catenary network, railway power grid and equipment, sanitary infrastructure and water facilities. In addition, 118 switches will be built. There will also be 10 engineering structures, five new platforms and 5.2 km of roads. An important part of the investment is the reconstruction of existing level crossings. In their place, two new collision-free crossings will be created.

1.6

Net value:
0.59
PLN billions





Connection of two routes -
rail and waterway
(inland waterway traffic)

17

Bridge over the Regalica River Szczecin

Execution:

09.2021 – IN PROGRESS

Investor:

**PKP POLSKIE LINIE
KOLEJOWE SA**

The contract concluded with the Investor stipulates the construction of a new river crossing, in the vicinity of the current bridge, consisting of two steel, three-span truss structures, for each track separately, founded on common abutments and pillars. The bridge structure will be elevated 6.2m above high-water level. The old structure will be

almost entirely demolished, with the exception of the drawbridge span and its immediate surroundings entered in the register of historical monuments. Total length of new track built is 12 km. In addition, a rail traffic control system will be built, as well as 24 turnouts and a platform at Szczecin Podjuchy station.



Net value:
282
PLN million

Railway line no. 104

A1 Chabówka – Rabka-Zaryte

Getting from the center of
Krakow to Zakopane
in 90 minutes

Execution:

05.2023 – IN PROGRESS

Investor:

**PKP POLSKIE LINIE
KOLEJOWE SA**

The project consists in the modernization and electrification of 75 km of the Chabówka - Nowy Sącz route, as well as the construction of 58 km of new railway line connecting Podłęże with Tymbark and Mszana Dolna. The scope of work includes the reconstruction of 5.5 km of single-track electrified line together with the construction of platforms and a passenger stop, as well as 32 engineering structures: a railway and road viaduct with a watertight structure and retaining walls, 5 railway bridges, 3 road bridges, 2 under-track crossings and 21 railway and road culverts. A rail traffic control system will also be constructed as part of the project. The line is a part of a project related to the implementation of the Central Transport Hub.



Net value:
237
PLN million



E65 Tychy - Most Wiśla railway line

Increasing the speed of passenger trains up to 160 km/h

Execution:

10.2023 - IN PROGRESS

Investor:

**PKP POLSKIE LINIE
KOLEJOWE SA**

The contract includes the execution of construction works and a detailed design for the installation of railway traffic control devices and railway telecommunication network equipment. The track system on railway line 139 (municipalities: Tychy, Wry, Kobiór, Pszczyna, Goczałkowice-Zdrój) and 148 (municipalities: Pszczyna, Suszec) will be rebuilt. As part of the works, drainage, engineering structures, street furniture with platforms, noise barriers, road structures and crossings as well as networks will be rebuilt and extended: catenary, power and sanitary networks.

Net value:

903.2

PLN million

