

Innovation



WE ARE DOING A GOOD JOB

A ten-year history of Koleje Mazowieckie (Mazovia Railways) could serve as a guide to what it takes to create a thriving local rail carrier. Mazowieckie province meet the transport needs of its residents is today an example of how to responsibly and effectively meet the communication needs of residents. 10 years is a short time, but long enough to make a modern railway dream come true.



When Mazowieckie Province authorities decided to create the first local rail carrier in 2004, many people did not believe that such a bold initiative was feasible. Today, 10 years later, Koleje Mazowieckie remains a national phenomenon and an example to follow by other regions. The beginnings were certainly not easy; Koleje Mazowieckie had 184 long-serving leased electric trainsets EN57 and 3 combustion railbuses VT627 and 628. The regional government held then a 51% stake in the company and the rest belonged to PKP Przewozy Regionalne. This changed in 2008 when Mazowieckie province authorities bought out the remaining 49% stake, becoming the sole owner of Koleje Mazowieckie, able to decide the fate of the carrier. Today, the company's train fleet consists of 282 units of which 81 are new vehicles. The older rolling stock was thoroughly upgraded. Thanks to reasonable fleet management and effective use of EU funds, Koleje Mazowieckie is now the most modern regional rail carrier in Poland and second in terms of the number of passengers.

In the company's 10-year history, there have been many development milestones that earned it a leadership position. What has distinguished Koleje Mazowieckie from the very beginning is certainly its visual identification. Green-yellow-white trains with a distinctive sun-shaped logo make it impossible to confuse Koleje Mazowieckie with other carriers. And, what is important, there are more and more "suns" running on the tracks, which is thanks to the company's purchasing policy. The entire fleet has been modernised over the last 10 years. 81 modern units were purchased to operate both double-deck coaches with Poland's unique Bombardier-built push-pull locomotives that serve the most heavily-travelled routes, and railbuses that are best fit for non-electrified less busy, yet needed, routes.

Demand for rail transport in Mazovia is increasing, as evidenced in annual passenger number statistics. In its first



**Koleje
Mazowieckie**

year, Koleje Mazowieckie handled approx. 40 million passengers, in 2013 the figure was more than 20 million higher, and looking at the first half of this year another success is to be foreseen. But what matters here is not only to have a large fleet, although it is obviously necessary in order to meet the needs of customers; it is also important to provide different groups of passengers with tailor-made services. Such was the idea behind the decision to start building a network of car parks "Park and Ride" in the province. It is a project dedicated to those passengers who want to commute using partly their own means of transport, and then continuing the journey by train. To date, there are 8 such car parks, and ultimately there will be 40. Another step taken to cater for to the needs of passengers was an agreement signed with Warsaw's Public Transport Authority (ZTM), resulting in a joint ZTM-KM-WKD ticket that allows its holder to come aboard all three carriers with one single ticket. Public transport in the province has become integrated, modern and close to European standards.

10 years ago, even those who have made the greatest effort to put into effect the project called "Koleje Mazowieckie," namely representatives of the regional government with its marshal Adam Struzik, probably did not think that the reality would surpass all expectations. Well, it did. •