

POLAND

3.0

# POLAND 3.0

**POLAND 3.0** IS AN INTEGRATED PROGRAM DESIGNED TO BRING TOGETHER POLISH RIVERS, HIGHWAYS AND RAILWAYS IN ONE PLANE OF MULTIMODAL TRANSPORT. THE PROJECT INVOLVES THE CONSTRUCTION OF EUROPE'S LARGEST LOGISTIC CENTRE, A COMBINATION OF WIDE TRACK OF THE Odra WATERWAY AND RESTORE THE NAVIGABILITY OF THE RIVER ITSELF, WHICH FOR CENTURIES WAS A HUGE TRANSPORT ROUTE FOR POLISH GOODS.

Content prepared by National Cluster  
of Innovative Enterprises



The main objective of the project is to restore the navigability of the Polish rivers, from the river Oder construction of the connection Danube - Oder - Elbe, forming part of the Central European Transport Corridor CETC-ROUTE 65, the construction of the Transnational Logistics Centre Gorzyczki - Věřňovice (the only one in Europe, location, where they will connect drogim.in the A1 motorway, turn wide track from the Far East, the way a river (river port) and convenient connections through the highway of the largest airport Cargo Pyrzowice-Katowice with almost close to 500 ha investment area in the SEZ.), and the restructuring of mining in Silesia.

Inland water transport plays a significant role in shaping a sustainable transport system by being one of the cheapest, yet most environmentally friendly types of transport. The differences in energy consumption, air pollution emission, terrain consumption, security level, or external costs between inland water transport and road transport are several times, and in some cases even a few dozen times, lower. Inland waterways play an important role in transport of goods both in the European and world markets. A logically interconnected system of waterways, integrated with a multimodal transport network serves a supplementary role to other means of transport being often the only means to ship outsize loads. Inland shipping is an important element of the transport system in Europe. According to the latest plans of the EU, by 2030 the current European mosaic of roads, railways, airports and canals will transform into a unified European transport network TEN-T. The European Union will subsidise the development of transport corridors with non-returnable loans of up to 85% of the construction costs.

There are approx. 4000 km of waterways in Poland, which makes our country 5th in the European Union in terms of the waterways' length. It is

worth noting that Polish rivers have a convenient location for river transport and as much as 80% of Polish industry is placed along waterways. Despite that, Poland is one of few European countries where inland shipping is fading. An infamous evidence for this is that in recent years the goods shipped by rivers corresponded to only 3% of what was shipped in 1935. In the 1930s, 11 mln tons of goods were shipped by the Oder river. Still in the 1970s there were 1800 ships with 3.5 thousand crew in the Polish section of the Oder. The sailors shipped 17 million tons of various goods to the port in Szczecin.

Whereas Europe treats rivers as strategic puzzles of multimodal transport chains and essential elements of a sustainable development strategy, in Poland a myth of non-profitability of river transport was popular for many years. An analysis of the Polish goods transport structure indicates more than a tenfold difference in the size of shipping load in Poland and the Western European countries, with very similar geographic characteristics.

Waterways of European importance in the Polish geographical area are necessary for further competitive development of transport, economy and trade for the whole Europe and particularly for the Visegrad Group countries. Adjusting Polish waterways to the criteria of the trans-European network, which connects or should connect the member countries of the European Union, is essential for continuous support of the economic development, equal employment opportunities, competitiveness, improvement of flood protection, more effective exploitation of the water energy potential that facilitates eco-development and its stability. Economic exploitation of inland waterways requires, first of all, a change in approach to shipping in Poland to the one that is innovative, complex and enables participation and engagement of various interested parties.



**Angelika Jarosławska**, Vice-President of Cluster World, Member of the Board of the National Cluster of Innovative Enterprises, Project Coordinator of POLAND 3.0

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**"POLAND 3.0" IS TODAY THE ONLY COHERENT ECONOMIC PROJECT FOR POLISH AND CROSS-BORDER REGIONS AND ALSO THE CENTRAL INDUSTRIAL DISTRICT OF THE XXI CENTURY.**



Without any doubt, the last year brought us this change in the approach.

After the years when inland shipping had been marginalised, we have started to talk about it in public. **This dialogue was started by the Poland 3.0 Programme.**

Poland 3.0, the objectives of which include, among others, systemic solutions for sustainable, Polish river transport, is an ambitious project that we can easily define as the one that creates a new logistic-industry area; a new, intermodal logistics centre for ecological river and railway transports with optional road and air transport.

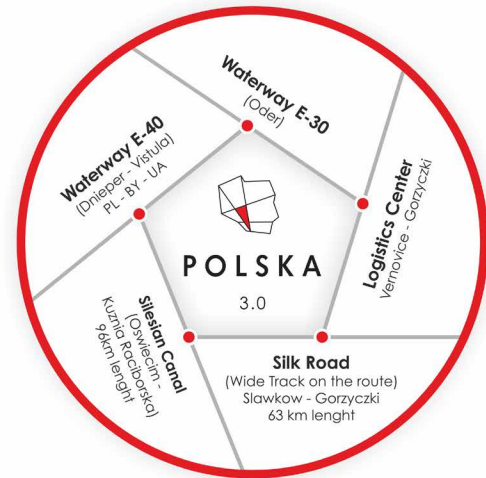
Entering the Oder into the European system of waterways, which is undoubtedly the Danube-Oder waterway project, and further connecting the Baltic and North Seas with the Black and Mediterranean Seas, is the largest navigational project in Central Europe. Connecting the navigational route with the broad gauge track from the Far East is a project of trans European importance due to the fact that these connections will be used by all the European and non-European countries starting with Japan, through North and South Korea, China, Mongolia, Russia and Ukraine. The flow of goods in both ways along the railway is going to be 1/3 shorter in relation to the present sea transport (from around 30 to 10 days). According to the initial estimates, this route may be used to ship 500 thousand containers and other goods both ways annually.

While pursuing the Poland 3.0 project, our country is opening to the European and Asian trade routes and thus we will take advantage of our transit, central location in Europe which is now most often highlighted not only in economic, but also historical aspect.

The Programme was jointly prepared by key specialist of water economy

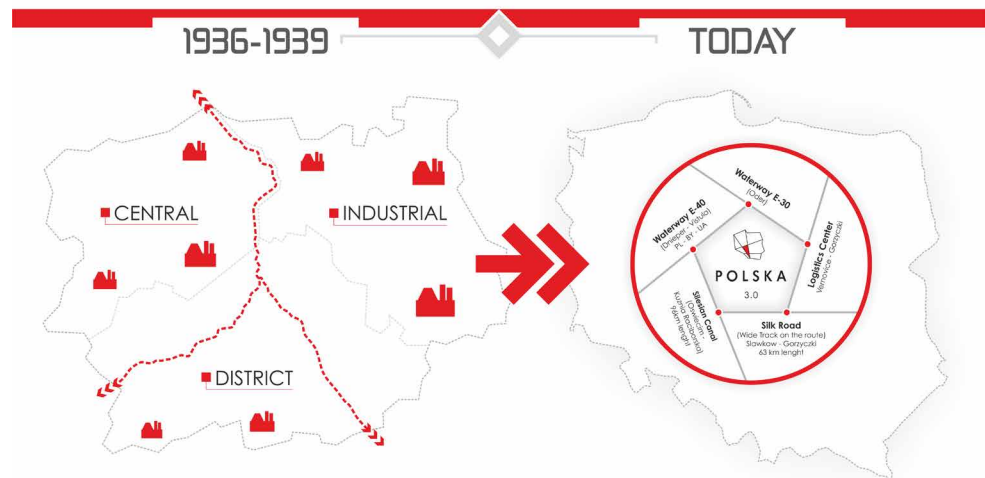
in our country and representatives of the Oder ports, numerous companies that perceive a great business opportunity in making the Oder available for shipping, business entities integrated in clusters, the Oder communities, who highly praise the importance of flood protection and new work places, and the Council of Captains, which for years have been advocating for restoration of the importance of the Polish rivers as trade routes. On every stage, the Programme is being consulted with specialist and experts on European funds, and is in line with the most important strategies of European financing while the enormous potential that it embraces contributes to the process of finding the best solutions for Polish economy.

## POLISH ECONOMY FLYWHEEL



[www.polska-3-0.pl](http://www.polska-3-0.pl)

### Central Industrial District of the XXI century



- ❖ **Implementation of the main objectives of the Program makes Poland is the logistics center.** By integrating several modes, it allows you to create the largest hub in Europe, located in the southern Polish.
- ❖ **Coherent program as a whole,** is a complete supply chain of the economic ecosystem in which they occur subsequent jobs, businesses and factories.
- ❖ **Implementation of the program supports small and medium-sized enterprises and Polish innovation,** as well as allows the use of the advantages of inland waterway transport, which is associated with huge benefits for the budget of the transport, tourism development, as well as provide comprehensive water management, and so security through rational modest current resources water, and prevents flooding and dried.
- ❖ **Developed bottom-up design is a coherent economic plan,** creating attractive to investors areas of business, investment areas, together with a comprehensive financial service, legal, the investors, marketing, HR, offered by domestic companies, and also the promotion of Polish technological ideas, innovation and most competitive enterprises from different regions. Comprehensive project is also promoting this part of Europe as an area of business, attractive internationally.



## POLAND 3.0 PROTECTS WATER ASSETS

Contrary to the belief, Poland is poor in terms of water. The average outflow of surface waters, including the tributaries from abroad, was 63 km<sup>3</sup> in 1951–2005. It amounts to annual water supply of about 1.6 dam<sup>3</sup> (1 dam<sup>3</sup> = 1000 m<sup>3</sup>) per one inhabitant.

In European countries, the average supply of surface waters are estimated at 4.6 dam<sup>3</sup>/year per one inhabitant. It is almost 3 times more water annually per one inhabitant than in Poland. The water supply in Poland is characterised by high jumpiness and seasonal change. Unfortunately, we are not able to store water well. Only 6% of annual water outflow is kept in reservoirs. One can say that in Poland every 20th drop of water is stored while in Europe it is every third...

This is why it is important to implement the Poland 3.0 Programme, which will create a rational water economy in Poland and allow to stimulate activities for water retention. Where there is shipping, there will be water.

## AIR POLLUTION (CHART)

At 72.8%, road transport is the main culprit of emission in transport. It bears also the main responsibility for other types of air pollution and noise.

Poland is a European leader in air pollution. The main reasons behind the emission in transport (72.8%) is road transport. On November 30, 2015, the European Environment Agency released a report on the air quality in Europe. Poland is the European leader in air pollution.

Implementation of key investments of the Poland 3.0 is a prime mover for Polish economy:

**E-30 Waterway (Oder)**

**E-40 Waterway (Dnieper-Vistula) PL – BY- UA**

**Silesian Canal (Oświęcim – Kuźnia Raciborska) 96km section**

**Silk Road Route (Broad Gauge Railway Track Tor on the Sławków – Gorzyczki route) 63 km section**

**Gorzyczki-Věřňovice Logistics Centre**

## LOGISTICS CENTRE

The planned Gorzyczki-Věřňovice Logistics Centre is the only place where all the major transport routes cross in the 6th North South Multimodal Corridor. The location of the investment is at the crossing of the major trans-European transport routes: A1 Motorway, E-30 Waterway, broad gauge railway track from the Far East and the 2nd trans-European railway corridor. The airports in Katowice, Ostrava and Kraków are in the close vicinity to the location, too.

**Gorzyczki-Věřňovice Logistics Centre in numbers:**

**Development of minimum 75 000 new work places**



CHINA NATIONAL TECHNICAL IMP. & EXP. CORP.

Genertec Plaza, No. 90, Xisanhuan ZhongLu, Beijing 100055, P.R. China  
TEL: 0086-10-63349206 FAX: 0086-10-63373713

Dear Sir or Madam,

Due to Poland's great potential and economic growth we have attached great importance on the market of Poland for a long time in respect of our EPC contracting and financing advantages.

Faced with the growing demand for electricity generation and distribution (power plants' construction and electric power transmission), infrastructure projects (roads, bridges, factories) and the transport of persons and goods (rail), the development of logistics chains and logistics centres as well as electricity transmission and generation projects have become the key markets all over the world.

Thanks to the presently planned infrastructure financing, construction of the logistics centre as well as other financing projects, including the ones presented by the co-organizers of the Economic Forum participated by representatives of the governments and the largest companies from 5 countries: Poland, Czech Republic, Hungary, Ukraine, Slovakia, and the Poland 3.0, and the cooperation with Instytut Wspierania Przedsiębiorczości ([www.polishinstitute.pl](http://www.polishinstitute.pl)) which also implement the idea and concept of the Chinese New Silk Route, Poland may open its door as a country crossed by the main European and Asian routes of goods movement. That is why we perceive Poland as a country offering great prospects and opportunities for our Company to develop on this market.

Therefore, our Company's strategy focuses on Poland, we have participated in the ongoing tender proceedings organized by PKP Polskie Linie Kolejowe and we would like to implement infrastructure financing on the Polish market (power projects, transmission lines & transportation roads, etc.) which fit well with the idea of the New Silk Road.

Over the past 60 years, CNTIC has been renowned for working as the mainstay for import and export of key technologies and complete plants for the country in various stage of economic development. CNTIC introduced and exported advanced technologies and complete plants for over 5000 projects with total contract value of USD 100 billion covering the areas of energy, transport, communication, petrochemical, metallurgy, building materials, machines, electronics, pharmaceuticals, agriculture and forestry and education and so on. The main business of the company include international trade with the focus on the import and export of key technologies and complete plants; international engineering project contracting; and project planning, commercial and technical consulting, tendering and bidding agency, engineering services and project management and investing for the domestic and overseas construction projects. CNTIC (<http://www.cntic.com.cn>) is included in the list of 225 world's biggest engineering contractors published by the US Engineering News Record (ENR).

At present we would like to develop our company's activities on the Polish and EU markets.

Thanks to the financing projects planned, with good development of Poland- China economic and political relations, we can clearly see great prospects for the development in cooperation with Polish partners.

Kindest regards to all the Forum participants.



Zhao Yu  
General Manager

No.2 Overseas Business Division

China National Technical Import & Export Corporation (CNTIC)

中国技术进出口总公司  
CHINA NATIONAL TECHNICAL  
IMPORT & EXPORT CORPORATION

**Servicing around 790 000 containers annually**

**Impact on 12.5 million people in the region**

**Reach – from Silesia to the whole world**

The intermodal transport logistics centre in Nurnberg served as a role model for the preparation of the Gorzyczki-Věřňovice Logistics Centre plan, which is part of the Poland 3.0 project. There in Germany is the area of 337 ha along the Rheine-Main-Danube Canal, A73 Motorway and railway over 260 companies run their operations. The French and Belgians also do not lag behind. Currently they are in the process of building a connection between the Seine and the Scheldt supported by a minimum of 80% in the European funding (some local governments gained additional 10%).



# MEGAPROJECT POLAND 3.0

## THE WIDE TRACK A NEW SILK ROAD



The most important infrastructure project in Europe  
THE LARGEST PROJECT OF POSTWAR POLAND

### CENTRAL INDUSTRIAL DISTRICT OF THE 21ST CENTURY

Implementation of the main objectives of the Programme places Poland as the logistics centre. By integrating many means of

transport, it allows to create the largest hub in Europe, located in the south of Poland.

This coherent Programme is a supply chain for complex economic ecosystem where new work places, production plants and factories are created.

#### THE DEVELOPMENT

of approximately **75 000** new jobs



#### SERVICE

about **790 000** containers per year



#### IMPACT

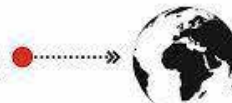
**12.5 million** people in the region



#### THE RANGE

from Silesia to the world

SILESIA

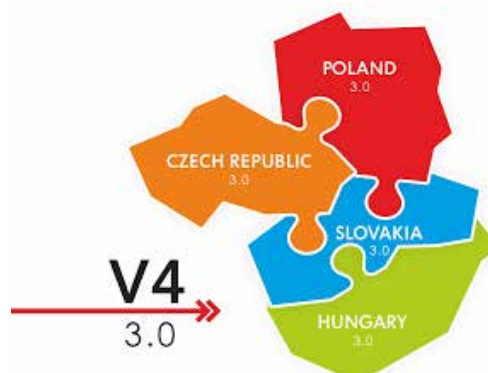


## The largest European logistics center

**Gorzyczki - Věřňovice Logistics Center** is planned to be built for Ostrava-Katowice agglomeration. It is the only place where all the essential transport corridors intersect within the framework of the so-called VI. Multimodal North - South corridor. The project is located at the crossroads of major trans-European transport bus: **A1** highway, waterway **E-30**, **a wide path from the Far East**, and the **second trans-European rail corridor**. In close proximity are also airports in Katowice, Ostrava and Krakow.

Implementation of the Programme supports the small and medium sized enterprises and Polish innovation and it also allows to take advantage of the inland shipping which is of enormous benefit to the budget regarding transport and development of tourism; it will also contribute to the development of complex water economy which means security by rational exploitation of the now modest water supply as well prevention of flood and drafts. Poland 3.0 is a coherent economy plan that focuses on creating an attractive business sphere for investors, investment areas with complex financial, legal, investor, marketing and HR services offered by local companies. It also promotes Polish innovation in technology and the most competitive companies in the regions. This complex venture is also a promotion of this part of Europe as a business area that is attractive internationally.

## WE ARE UNITED BY ONE COMMON GOAL



### FROM IMITATION ECONOMY TO INNOVATION ECONOMY

Poland 3.0 supports start-ups in the process of their creation, preparation, combining their potential and commercialisation. We bet on local solutions and Polish innovation technology.

**Gorzyczki-Věřňovice Logistics Centre – the only chance to take advantage of the New Silk Road**

Poland, due to its size and location, is deemed by China the most important country in this part of Europe. However, in order to exploit the chance that is hiding in the Silk Road effectively, Poland must have a vision and a horizontal plan how to become a part of this historical project

The proposal of cost optimisation was included in the Poland 3.0 Programme where Poland is being created to be a logistics centre of Europe and has a chance to become a hub which services trade between China and Western Europe.

The notion of the New Silk Road been prepared as part of the Poland 3.0 Programme. It exploits a highly beneficial transit potential of Poland's location by means of using the Broad Gauge Railway Track with the final destination at the Logistics Centre in the south of Poland where the most important transport routes cross.

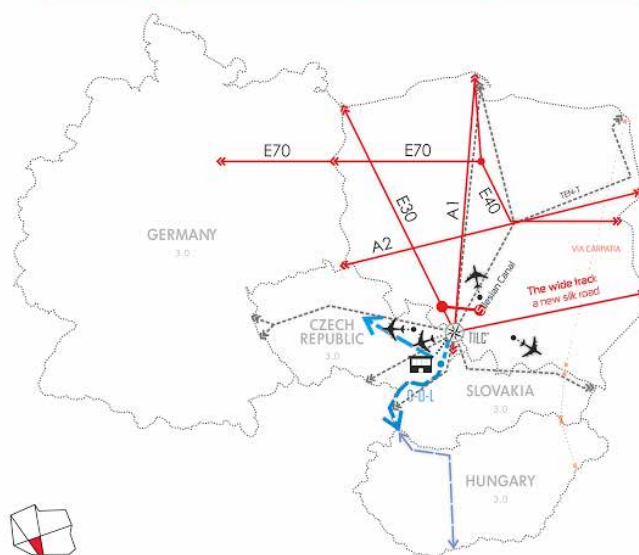
Poland 3.0 is the largest transnational project in Europe and also the national project with the goal to connect Polish rivers, motorways and railways in one network of multimodal transport, build the Transnational Logistics Centre in Gorzyczki and connect the Silk Road to the planned multimodal Logistics Centre.

Poland 3.0 Programme corresponds to the national (Morawiecki Plan) as well as European economic and financial plans due to its several complementary projects, including restoring navigability of Polish rivers starting with Oder, building the Danube-Oder-Elbe and Vistula-Oder connections within the Middle European Transport Corridor, and building a broad gauge railway track (1520 mm) from Sławków to Gorzyczki-Věřňovice Logistics Centre. This new Silk Road that runs through the regions of

## STRONG COHERENT ECONOMY

### MEGAPROJECT POLAND 3.0

The project of European importance





POLAND

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## POLSKA 3.0 - Ogólnopolski Klaster Innowacyjnych Przedsiębiorstw

MADE IN POLAND



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the Polish Silesia and Czech Moravia is going to be both a transport and trade route.

It means that the Poland 3.0 corresponds extremely well with the strategic plan for co-operation of Poland and China.

Important facts: Poland 3.0 teams take part in working meetings on investments in infrastructure and energy with the owners of Chinese companies. Our representatives also talked to the Czechs before the conclusion of agreements with the Chinese companies.

Poland 3.0 Programme is a partner to the talks with the Danube Commission in relation to building the Oder-Danube connection as well as a contents partner of the above projects for the Czech Republic. The Poland 3.0 teams also comprise of experts on the Czech part, including Jerzy Cieniał, Rector of the University of Entrepreneurship and Law in Ostrava, adviser to the President Miloš Zeman; Petr Forman, adviser to President Miloš Zeman; Josef Tobola, long-time contributor to the Czech government and non-government institutions related to transport, in particular to inland waterways.

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**INSTYTUT WSPIERANIA PRZEDSIĘBIORCZOŚCI**

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tel./fax: +48 22 754 0927; tel.: + 48 53 999 5351; email: [office@polishinstitute.pl](mailto:office@polishinstitute.pl)  
[www.polishinstitute.pl](http://www.polishinstitute.pl)

Dear Sir or Madam,

I have the honour to represent a very professional team of people and associates who have been the only ones that successfully introduced the largest state-owned Chinese companies to the Polish market.

These companies have been positively evaluated in public procurement and at present they successfully implement the investments awarded.

The portfolio of contracts effectively obtained in this way based on the public procurement law exceeded the amount of PLN 1 billion (<http://polishinstitute.pl/perfect-experience-high-quality-service/>).

The investments obtained concerned only energy projects - construction of high-voltage power lines and substations (110/220/400 kV). Whereas the tender proceedings were conducted by a very demanding Awarding Entity which undoubtedly is Polskie Sieci Elektroenergetyczne (PSE S.A.)

For sever months we have worked intensively on implementation of the projects in the infrastructure sector (railway - PKP PLK, regulation of rivers, construction of hydroelectric power plants and power units) and targeted projects based on funding by our partners from China. We have already recorded considerable success on this path.

Looking back, we know it was not easy, because after Covec Company had stopped constructing Polish highways, both the parties were mildly disgusted.

However, it is hard not to notice the fact how much China has overtaken the world in its progress and development, and thus how much China can offer to Poland and how much we can learn from them.

Our actions have proven that Chinese Companies can implement, to the benefit of both our countries, investments in Poland which would not be possible without the involvement of large capital and experience.

Instytut Wspierania Przedsiębiorczości ([www.polishinstitute.pl](http://www.polishinstitute.pl)), that I represent, cooperates only with the biggest state-owned Chinese companies. We also coordinate their activities related to their implementation of the objectives in line with the concept and the idea of the Chinese New Silk Road - activities concerning, among others, infrastructure investments in railways, power sector, and in the forthcoming water program. The latter one we would also like to implement with the involvement of Poland 3.0 representatives who are the only ones having a strong and clearly defined program of support for Poland as regards implementation of the investments on the E-30 Waterway (Oder Waterway) and E-40 Waterway (Dnieper - Vistula).

Not only will all our actions support the implementation of the New Silk Road idea, but they will also make it possible to connect water transport system with the railway and road transport systems into one plane of multi-modal transport, thus creating a logistical coherence in terms of functionality, bringing benefits both for the development of Poland and the use of China's potential.

After years of experience and cooperation with the largest Chinese companies, we can responsibly say that Chinese partners are reliable and conscientious, and above all they are responsible contractors.

You can see it on the example of the ongoing investments which are implemented in accordance with the best construction practices, standards and regulations valid in Poland and in Europe (e.g. the investments implemented by Pinggao Group), and you will also be able to observe it in our next investments.

I am glad that I could share with you some good words about the numerous Chinese enterprises we have had the pleasure and honour to support ([www.polishinstitute.pl/partners/](http://www.polishinstitute.pl/partners/)).

Hoping for your involvement in the implementation by Chinese companies, with our participation, of investments in Poland and in Europe, we present our compliments to all the participants of the Economic Forum in Krynica and we hope for the possibility to hold talks with some of you.

Kind regards,

Izabela Łochowska – President of the Board





Dear Sir or Madam,

Poland's location is strategic in terms of its transit and transport connections in Europe. It is situated in an exceptionally beneficial location in terms of transit trade, which is crucial in the context of infrastructure investments. What is more, the integration of logistics systems effectively influences the development and effective use of Poland's advantageous location as an important point on the route of the Chinese New Silk Road.



*Photo, from the left:*

President of China Ocean Engineering Construction – Mr. Wang Xinsheng  
and President of Beijing Zhongliao Jiaxin International – Mr. Zhang Dianying.

We have observed Poland closely in terms of our Company's engagement in the implementation of investments related to the regulation of Polish rivers, construction of ports and accompanying infrastructure.

Transport corridors of key importance run through Poland, including the Oder Waterway – one of the crucial links of the European transport. Linking the inland waterways of the Oder and the Danube with the functions of the Polish sea ports allows to create a unique, cross-border link for the north with the south (the Baltic – Adriatic) and the east with the west. Moreover, connecting them with the railway and road transport systems, thus forming one plane of multimodal transport, will let you obtain a logistics functional unity facilitating Poland's positive development, which is a huge advantage for China and the considered route of the New Silk Road.



*Photo:* President of Instytut Wspierania Przedsiębiorczości – Ms. Izabela Lochowska

Moreover, my company (Beijing Zhongliao Jiaxin International) and KingWayTone Chinese-Polish Investment Company together with Instytut Wspierania Przedsiębiorczości as well as our Polish- Beijing representative office (address in China: Seat C, Werbo AGE Central South Street 17 Zhong Guancun Haidian District, Beijing) have already started working discussions with, among others, 2 largest state-owned Chinese companies specializing in investments related to transport infrastructure (such as e.g. rivers, ports, hydroelectric power plants):

Chinese state-owned companies such as China Ocean Engineering Construction ([www.coagi.com.cn](http://www.coagi.com.cn)) and Gezhouba Construction Group Corporation ([www.cggc.com.cn](http://www.cggc.com.cn)) perceive Poland as a bridgehead for the development of their businesses while contributing to the construction of Poland's industrial and economic potential, to the mutual benefit of both our nations.

Both these Companies, i.e. Gezhouba and Ocean, are entities specializing in engineering and construction associated with sea ports, docks, river regulation and improvement of rivers' navigability, roads as well as other engineering facilities of industrial construction, both civil and military construction.

Now, thanks to our cooperation with Instytut Wspierania Przedsiębiorczości ([www.polishinstitute.pl](http://www.polishinstitute.pl)) and Poland 3.0, as the co-organizer of the Economic Forum, we would like to participate in this "Flywheel" which, thanks to implementation of the main investments on the E-30 Waterway (Oder Waterway) and E-40 Waterway (Dnieper – Vistula), will support construction of the New Silk Road routes.

Through the successful implementation of public contracts and investments in Poland we can see our further growth and good prospects for development in the other 27 European Union member states, and I do believe this cooperation will succeed.



*Photo, from the left:*

President of Instytut Wspierania Przedsiębiorczości – Ms. Izabela Lochowska  
and President of Beijing Zhongliao Jiaxin International – Mr. Zhang Dianying

We are grateful to the organizers of the Economic Forum with the participation of 5 countries' government members and the largest companies from this part of Europe, for allowing us to participate in this great event.

Special thanks to Poland 3.0 – as the co-organizer of the panel concerning implementation of programs aimed at the development of Polish-Chinese cooperation.

*Hoping to meet you while implementing the investments in Poland, we present our compliments,*

BEIJING ZHONGLIAO JIAXIN INTERNATIONAL  
President  
Mr. Zhang Dianying





15.08.2016 № 0806/16

Dear Sir or Madam,

Due to Poland's great potential and economic growth we have observed this country for a long time in respect of our investments.

Faced with the growing demand for electricity generation and distribution (power plants' construction and electric power transmission), infrastructure projects (roads, bridges, factories) and the transport of persons and goods (rail), investments integrating various forms of transport, development of logistics chains and logistics centres as well as electricity transmission and generation have become the key investments all over the world.

Thanks to the presently planned infrastructure investments, construction of the logistics centre as well as other investments, including the ones presented by the co-organizers of the Economic Forum participated by representatives of the governments and the largest companies from 5 countries: Poland, Czech Republic, Hungary, Ukraine, Slovakia, and the Poland, and the cooperation with Instytut Wspierania Przedsiębiorczości ([www.polishinstitute.pl](http://www.polishinstitute.pl)) which also implement the idea and concept of the Chinese New Silk Route, Poland may open its door as a country crossed by the main European and Asian routes of goods movement. That is why we perceive Poland as a country offering great prospects and opportunities for our Company to develop on this market.

Therefore, our Company's strategy focuses on Poland and we would like to implement infrastructure investments on the Polish market (power engineering, transportation routes) which fit well with the idea of the New Silk Road.

CGGC (<http://www.gzbgj.com>) ranked 42th on the ENR(US Engineering News Record) Top International Contractors and 33th on the ENR Top Global Contractors in 2015.

At present we would like to develop our company's activities on the Polish and EU markets.

Thanks to the investments planned, with good development of Poland-China economic and political relations, we can clearly see great prospects for the investment development in cooperation with Polish partners.

Kindest regards to all the Forum participants.

Signature:

Date: 15.08.2016



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We are an entity whose operations combine the import and export of key technologies and equipment with international contracting of complete solutions for targeted projects all over the world.

CRRC Jinan Railway Equipment Co., Ltd. (<http://www.jnec.cn>) is one of the biggest freight wagons supplier in China. For now, our products have exported to more than 30 countries include France and Poland.

At present we would like to develop our company's activities on the Polish and EU markets.

Thanks to the investments planned, with good development of Poland-China economic and political relations, we can clearly see great prospects for the investment development in cooperation with Polish partners.

Kindest regards to all the Forum participants.....



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