

Centralny Port Komunikacyjny

as an integrator of railway network
in Central and Eastern Europe

Warsaw, 19 April 2023





Airport Hub

World-class hub airport
to serve Central and Eastern Europe



Railway Programme

Construction of approx. 2000 km of new lines
(including High-Speed Rail)
plus modernisation of existing railway routes



Airport City

Development of business, R&D, residential
and recreational district around the airport



Connectivity in CEE region

CPK links Baltic States with V4 countries providing additional capacity to air and rail transport

Included in TEN-T network

Part of North Sea - Baltic and Baltic - Adriatic TEN-T Core Network Corridors

Cooperation with Rail Baltica and Správa železnic

MoU signed, intense cooperation on both expert and management board level

Shortened rail travel times

between major cities in CEE region, competitive to short-haul flights

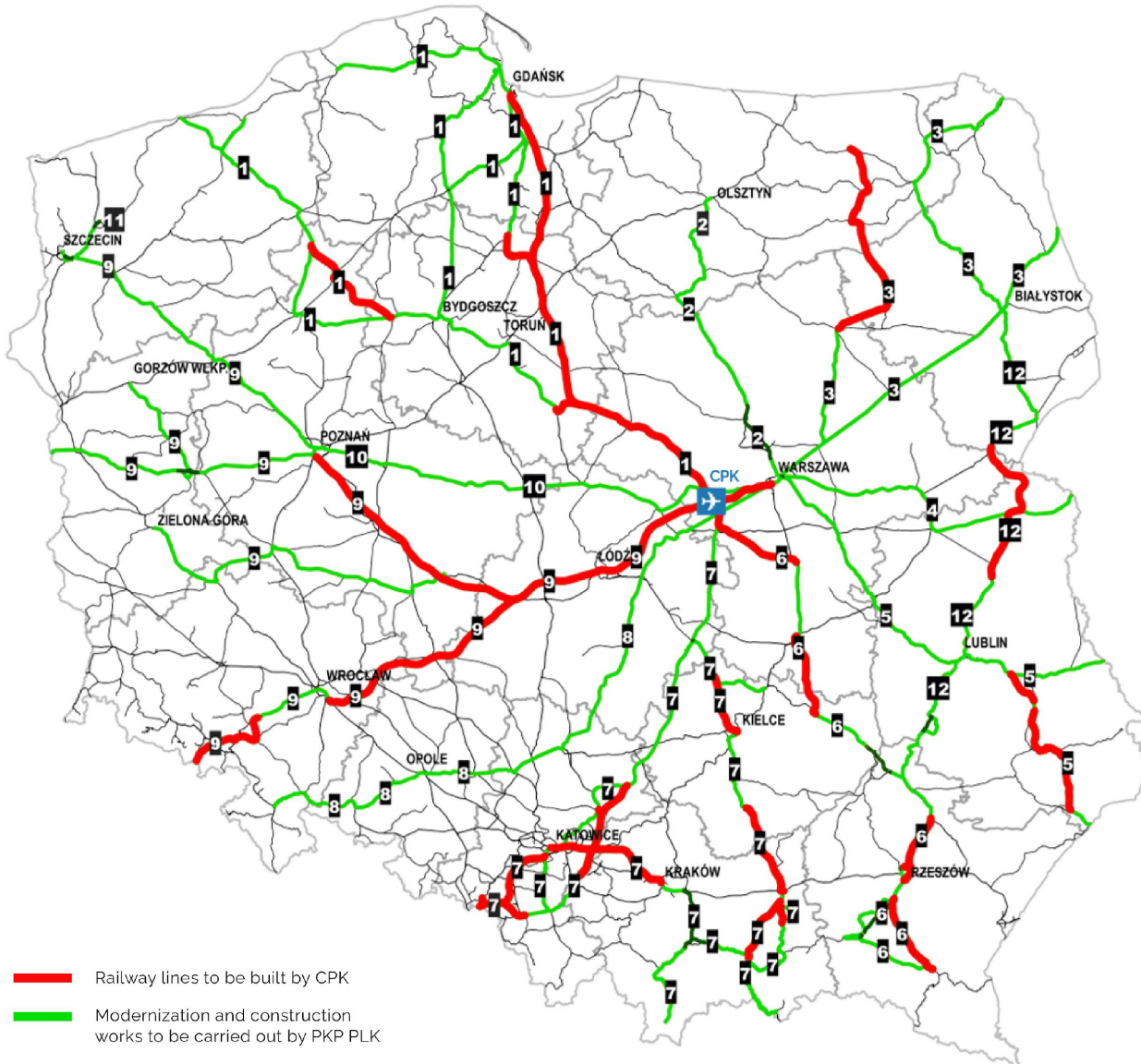
Map legend:

- TEN-T network*
- other sections



	CPK
Tallinn	7:00 h
Riga	5:15 h
Vilnius	4:20 h
Praha	4:15 h
Bratislava	3:30 h
Budapest	5:00 h

*According to proposal for a revised TEN-T regulation



Approx. **2000 km** of new railway lines

29 linear investment tasks (+ CPK node)

10 "horizontal" projects

Planned parameters of HSR lines:

design speed: **≤350 km/h**

operating speed: **≤250 km/h**

electrification: **25 kV 50 Hz AC**

passenger stations: **every 50-100 km**

potential for freight traffic
on certain lines



CPK Railway Programme delivers solidarity through transport



Direct connection to CPK from every major city in Poland with target travel time under 2 h



Improvement of links to the remote regions of Poland, currently isolated and relying primarily on road transport



Train station at a distance max 30 km from the place of residence for all inhabitants of Poland



CPK system will be linked with neighboring countries, providing connections to the largest economic centres in CEE



Diverse array of train categories serving various needs and demand categories:

InterCity

— speed \leq 250 km/h

Connections between cities \geq 300 k

InterRegio

— speed \leq 250 km/h

Connections between cities \geq 40 k

RegioExpress

— speed \leq 160 km/h

Connections within the regions

Freight

— Usage depends on the results of the further analysis

Railway lines

- Designed for **mixed* passenger/freight traffic**
- In freight traffic, with **preference for intermodal shuttle trains operating in a fixed timetable at guaranteed time slots**

Intermodal terminals

- **Potential locations** of intermodal terminals **have been selected**
- Terminals will be **designed at a high technical standard for vertical and horizontal ITU transshipment on 750 m long trains**
- CPK terminals will be **open access terminals operating in an integrated network**
- Private terminal operators will be required to **keep a minimum single standard of services**

Supporting activities

- CPK develops a **multimodal Freight Transport Model** reflecting Polish foreign trade and domestic commodity streams
- Cooperation with the National Centre for Research and Development (NCBiR) was initiated to **develop Polish technology for roll on – roll off transshipment of semi-trailers**



* Passenger-only lines are marked in grey

Planned intermodal terminals in container traffic



Wrocław East 9

PG Czechy West 9

Katowice North 7

Świętokrzyskie 6

PG Ukraina 5
LHS

Świętokrzyskie 7

Podkarpackie 6

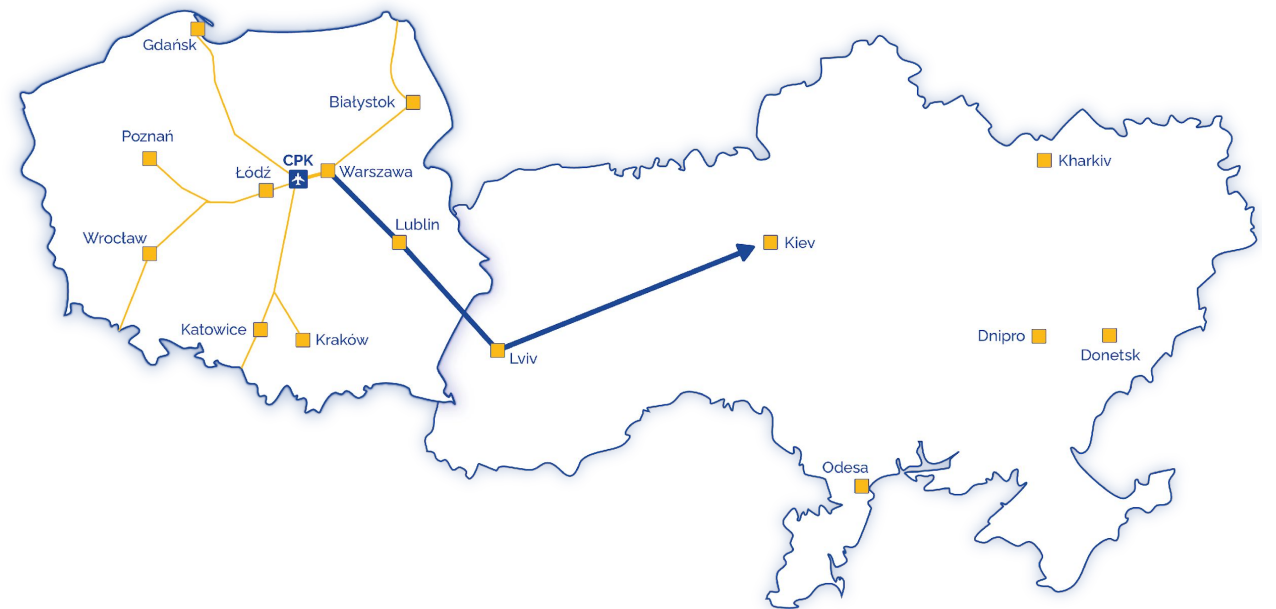
Planned intermodal terminals in semi-trailer traffic



Ukrainian Government, World Bank, European Commission and United Nations estimated Ukraine reconstruction needs at 411 bln\$ (383 bln EUR) as of February 24, 2023

Development needs

- ü Development of HSR system an important part of Ukrainian recovery plans
- ü EC proposal to improve transport connectivity between Ukraine and EU countries
- ü Revision of TEN-T regulation - extension of European Transport Corridors to Ukraine through development of EU standard-gauge rail lines
- ü MoU signed on 18 January 2023 between CPK and Ukrainian Railways



Areas of cooperation under MoU between CPK and Ukrainian Railways

Preparation of a feasibility study for Warsaw – Lublin – Lviv – Kyiv HSR line with a maximum operating speed of 250 km/h

Sharing CPK's best practices, know-how and expertise with Ukrainian Railways including HSR technical standards and Passenger Transport Model

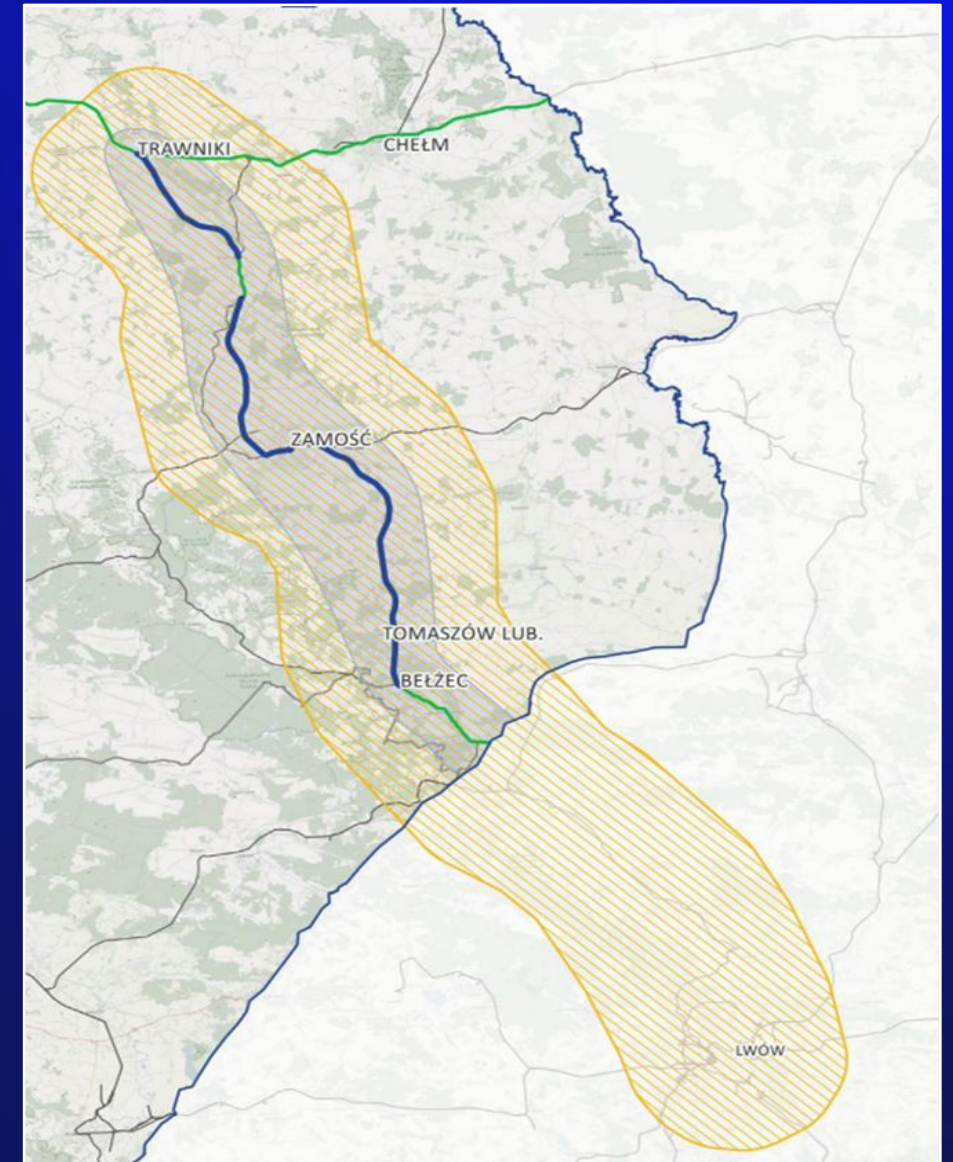
Joint efforts to include route Lublin-Trawniki-Zamość-Rawa Ruska-Lviv in TEN-T network

Map:

Lublin - Trawniki - Zamość - Bełżec - PL/UA border line with possible extension to Lviv (green - existing lines, blue - newly constructed lines)

Lublin - Trawniki - Zamość - Bełżec - PL/UA border railway line planned as a part of a CPK Programme:



- Proposal to extend this line in European standard gauge from PL/UA border to Rava-Ruska and Lviv
- CPK currently conducting Feasibility Study for this line which can be extended to Lviv
- CPK and Ukrainian Railways currently defining exact scope and organizational arrangements for conducting Lublin-Lviv railway line feasibility study
- In the future possibility to extend the line from Lviv in European gauge to Kyiv as part of the new Ukrainian HSR system



Lublin-Lviv line as a missing link for the shortest North-South connection in CEE region



Map legend:

-  Planned European Transport Corridors*
-  Planned Lublin-Lviv section

*According to Council General Approach on revision of REGULATION OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL on Union guidelines for the development of the trans-European transport network



Assumed parameters for Warsaw-Lublin-Lviv line

Warsaw-Lviv estimated travel time around 3 hours

Planned for mixed passenger and freight traffic

Fully electrified with 2x25 kV AC

Double-track line

European standard gauge (1435 mm)

Speed for freight trains 100-120 km/h and 250 km/h for passenger traffic

Fully compliant with TEN-T requirements for mixed traffic

Thank you

