



PKP PLK ERTMS implementation plans – first steps

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- Polish involvement in ERTMS works started in 1992 when PKP has signed ETCS Project Declaration
- ATP/ATC local and foreign solutions (namely KHP and EBICAB) were rejected waiting for ERTMS
- Multiple ERTMS implementation studies were made for Polish railway lines starting from 1996
- Polish experts were involved in different projects supporting ERTMS development and ERTMS implementation



- In 2000 Polish national railway PKP was subdivided into companies responsible for infrastructure and responsible for railway transport services
- In 2004 Polish Railway Transport Law has been adapted to European interoperability requirements and to Community common market procedures
- In 2004 Poland joined the European Community opening new era for railway transport in Poland

- Commission Decision 2006/679/EC dated 28.03.2006 introducing TSI CCS for Conventional Rail foresees ERTMS in Poland (II, III, VI trans-European corridors)



- In March 2007 Polish Government accepts Polish National ERTMS Deployment Plan (300 kms yearly)
- Commission Decision 2009/651/EC dated 22.07.2009 defines ERTMS implementations for 2015 and 2020



European Commission Decision 2009/561/EC

Stations to be connected

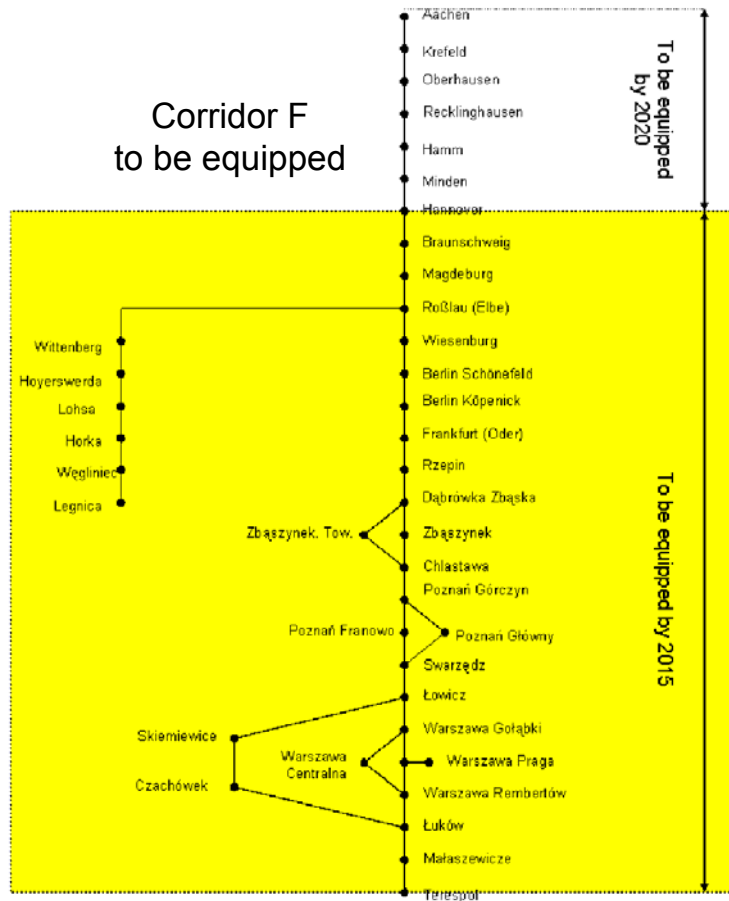
7.1.2 Connection to the main European ports, marshalling yards, freight terminals and freight transport areas.

The ports, marshalling yards, freight terminals and freight transport areas listed in Appendix II shall be linked to at least one of the six corridors specified in Appendix I at the date and under the conditions specified in Appendix II.

Appendix II : main European ports, marshalling yards, freight terminals and freight transport areas

Poland	Gdynia	31.12.2015	
	Katowice	31.12.2020	
	Wroclaw	31.12.2015	By 2020 the line Wroclaw-Legnica, shall be equipped in order to ensure a direct link to the German border (Gorlitz).
	Gliwice	31.12.2015	
	Poznań	31.12.2015	
	Warszawa	31.12.2015	

Corridor F to be equipped





- PKP PLK is responsible for ETCS trackside

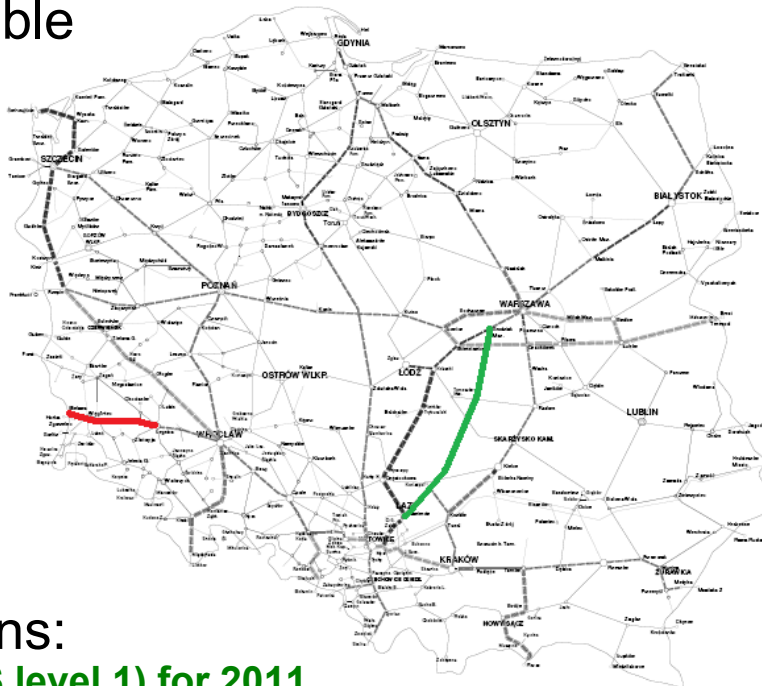
- for GSM-R trackside

- responsibility for ERTMS on-board is shared with RUs

- 2009- implementations:

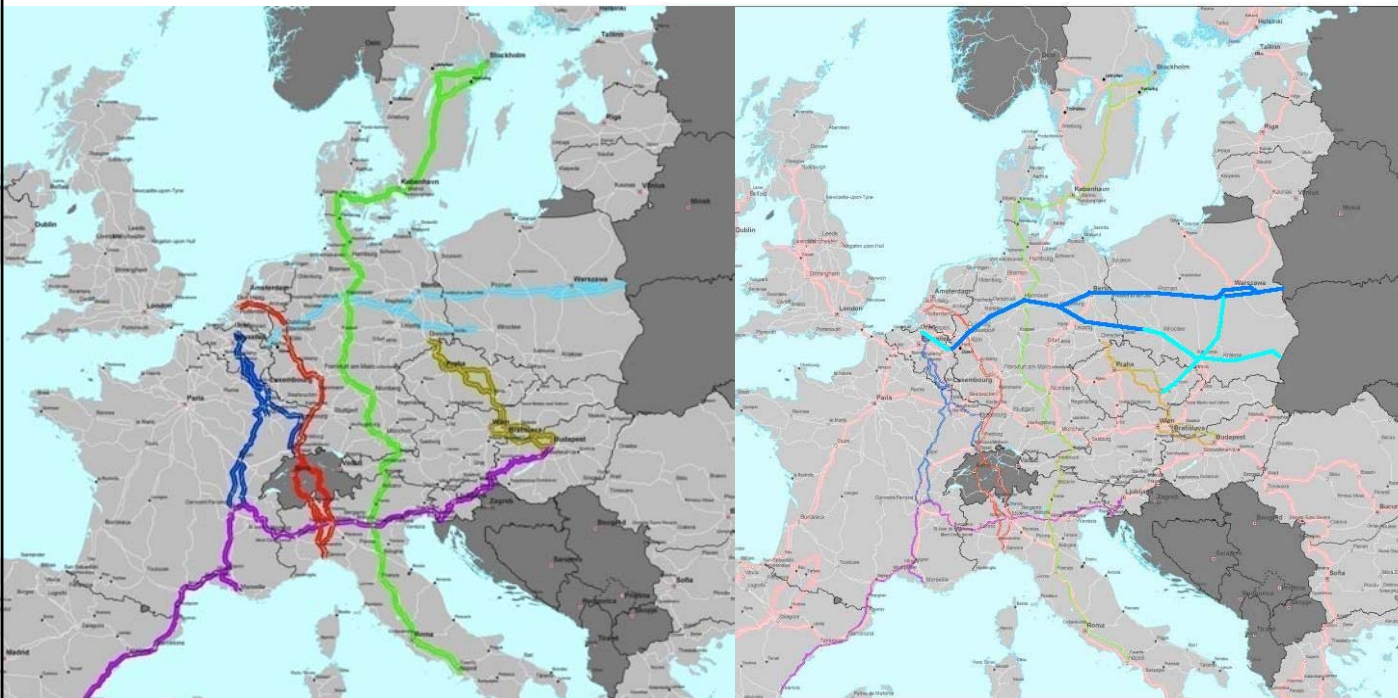
- on CMK (224 kms, ETCS level 1) for 2011

- on E30 (84 kms, ETCS level 2, 8 traction units) for 2012





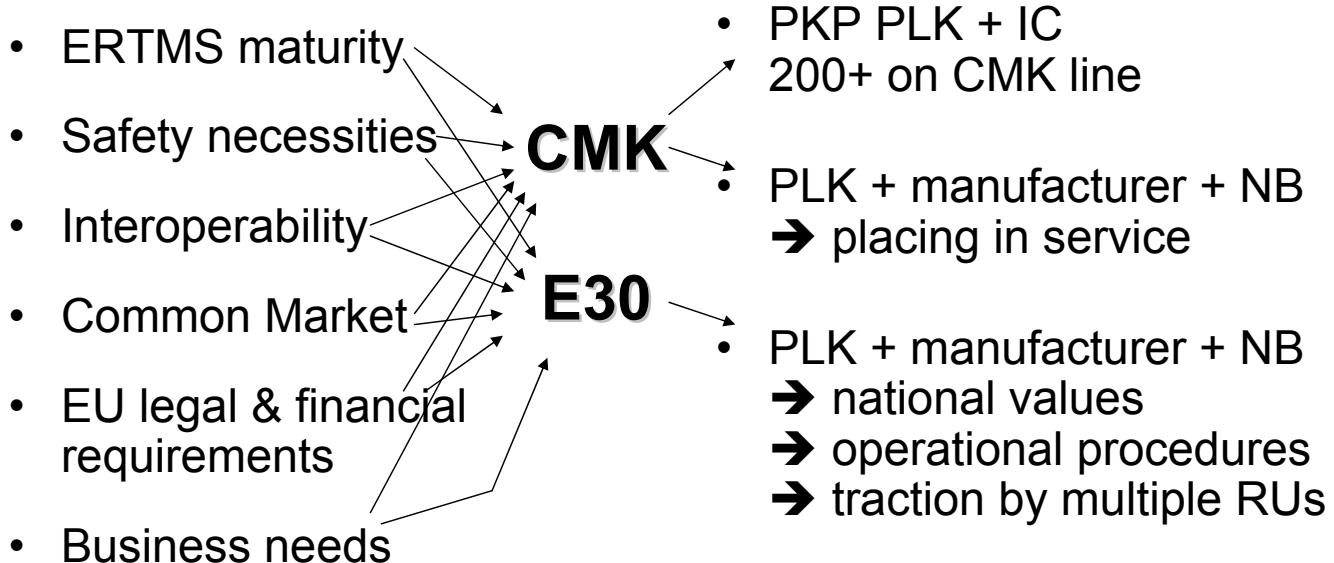
ERTMS corridors





It is time to start ERTMS implementation on PKP PLK railway lines

Steering bodies and their key challenges





PKP POLSKIE LINIE KOLEJOWE S.A.



**Thank you for your kind
attention**