



INTENSIVE MODERNISATION WORKS ON THE WARSAW-SKIERNIEWICE RAIL LINE

The modernisation of the Warsaw-Łódź rail line, phase II, lot A - between Warsaw (Warszawa Zachodnia Station) and Miedniewice (Skierniewice Station), OPI&E 7.1-24.1

Over the last weeks you could have observed that the works on the Warsaw-Skierniewice rail line have piled up. Those works are being carried out on an approx. 30 km long section, that is on as much as a half of the modernised line. The intensified works combined with additional problems caused, e.g. by equipment or rolling stock failures, result in major disruptions in train services.

PLEASE ACCEPT OUR APOLOGY FOR ANY INCONVENIENCE CAUSED.

The project is co-financed by the European Union's Cohesion Fund under the Operational Programme Infrastructure and Environment.

What causes disruptions

In the case of as complex modernisation as this one is, some amendments to the train schedule and delays are unavoidable. The train service is provided in extraordinary conditions, with one track closed down on three sections with the total length of 30 kilometres. That means that over a half of the Warsaw–Skierniewice train line is being modernised. The closed sections of the track cause diminished train traffic capacity and reduced train speed.

Failures of old infrastructure

The Warsaw–Łódź line is one of the lines with the heaviest train traffic in Poland. Each failure causes problems and train delays. Recent failures involved:

- traffic control equipment (39%);
- rolling stock (39%);
- external factors, e.g. a pedestrian knocked down while jaywalking, medical services intervention or an act of vandalism (22%).

Even if a failure is remedied after 4 minutes it still has grave consequences - 14 trains delayed by 142 min.

What do we do to minimise failures?

We have set up 24 h posts in Warsaw and Pruszków. Three 24 h emergency teams have been reinforced to ensure that any failure is promptly remedied and the disruption-free train service restored. We took charge of the passenger-address system at three train stations: Pruszków, Żyrardów and Grodzisk.

The most efficient machine's capacity:

- high output **ballast cleaner**;
- length: 165 metres, weight: 430 tons;
- completely clears the railway track of gravel and foundation, recovering the material and speeding up the completion of the next work phases;
- approx. 2 kilometres of a track cleared in one day;
- in comparison to traditional methods, this method reduces the modernisation works time threefold.



The modernisation will include:

- replacement of any worn-out traffic control equipment;
- complete replacement of rails;
- construction of a power system;
- modernisation of level crossings and construction of multi-level interchanges.

The project total value is over PLN 2.2 bn.

After the modernisation of the 57.5 km rail line between Warsaw (Warszawa Zachodnia Station) and Miedniewice (Skierniewice Station), trains will be permitted to travel at the maximum speed of 160 km/h. The time of travel from Warsaw to Skierniewice will be reduced to approx. 30 minutes. The fastest trains departing from Łódź Fabryczna Station will arrive at Warszawa Centralna Station in about 70 minutes.