

# Office of Rail Transport

<https://utk.gov.pl/en/market-regulation-and-l/access-to-railway-infra/international-open-acce/12580,Notifications.html>  
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## Notifications

LEO Express notified the President of the UTK of a planned Praha hl. n. – Warszawa Wschodnia – Praha hl. n. new international rail passenger service ( Update )

LEO Express a.s., a Czech railway undertaking with its legal seat at Řehořova 4, 130 00 Praha 3, Czech Republic, notified the President of the Office of Rail Transport on the 9<sup>th</sup> of September 2016 of a planned Praha hl. n. – Warszawa Wschodnia – Praha hl. n. new international rail passenger service.

The railway undertaking has a licence and valid safety certificate part A issued by Drážní úřad, Wilsonova 300/8, 121 06 Praha 2, Czech Republic. LEO Express a.s. applied to the President of the UTK for a safety certificate part B. The respective administrative procedure is running.

LEO Express intends to launch this service on the following route:

Praha hl. n.

Praha-Libeň (5 km)

Kolín (57 km)

Pardubice hl. n. (42 km)

Zábřeh na Moravě (100 km)

Olomouc hl. n. (46 km)

Přerov (22 km)

Hranice na Moravě (29 km)

Suchdol nad Odrou (21 km)

Studénka (12 km)

Ostrava-Svinov (17 km)

Ostrava hl. n. (5 km)

Bohumín (8 km)

Zebrzydowice (21 km)

Pszczyna (37 km)

Tychy (17 km)

Katowice (17 km)

Sosnowiec Główny (8km)

Dabrowa Górnicza (9 km)

Zawiercie (35 km)

Grodzisk Mazowiecki (223 km)

Pruszków (14 km)

Warszawa Zachodnia (13 km)

Warszawa Centralna (5 km)

Warszawa Wschodnia (5 km)

The planned starting date of this service is on the 1<sup>st</sup> of November 2016.

LEO Express a.s. intends to run one pair of trains per day according to the following timetable:

Praha hl. n.	(15:13)	Warszawa Wschodnia	(0:37)
Praha-Libeň	(15:19 – 15:20)	Warszawa Centralna	(0:42 – 0:43)
Kolín	(15:49 – 15:50)	Warszawa Zachodnia	(0:48 – 0:49)
Pardubice hl. n.	(16:08 – 16:09)	Pruszków	(1:04 – 1:05)
Zábřeh na Moravě	(17:00 – 17:01)	Grodzisk Mazowiecki	(1:15 – 1:16)
Olomouc hl. n.	(17:24 – 17:26)	Zawiercie	(3:01 – 3:02)
Přerov	(17:38 – 17:42)	Dabrowa Górnicza	(3:21 – 3:22)
Hranice na Moravě	(17:58 – 17:59)	Sosnowiec Główny	(3:31 – 3:32)
Suchdol nad Odrou	(18:10 – 18:11)	Katowice	(3:41 – 3:43)
Studénka	(18:17 – 18:18)	Tychy	(3:56 – 3:57)
Ostrava-Svinov	(18:26 – 18:28)	Pszczyna	(4:09 – 4:10)
Ostrava hl. n.	(18:34 – 18:36)	Bohumín	(4:51 – 4:55)
Bohumín	(18:43 – 18:47)	Ostrava hl. n.	(5:02 – 5:03)
Pszczyna	(19:25 – 19:26)	Ostrava-Svinov	(5:09 – 5:11)
Tychy	(19:38 – 19:39)	Studénka	(5:19 – 5:20)
Katowice	(19:52 – 19:55)	Suchdol nad Odrou	(5:26 – 5:27)
Sosnowiec Główny	(20:04 – 20:05)	Hranice na Moravě	(5:38 – 5:39)

Dabrowa Górnicza	(20:14 – 20:15)	Přerov	(5:55 – 5:59)
Zawiercie	(20:34 – 20:35)	Olomouc hl. n.	(6:11 – 6:13)
Grodzisk Mazowiecki	(22:20 – 22:21)	Zábřeh na Moravě	(6:34 – 6:35)
Pruszków	(22:31 – 22:32)	Pardubice hl. n.	(7:24 – 7:25)
Warszawa Zachodnia	(22:47 – 22:49)	Kolín	(7:43 – 7:44)
Warszawa Centralna	(22:54 – 22:59)	Praha-Libeň	(8:11 – 8:12)
Warszawa Wschodnia	(23:04)	Praha hl. n.	(8:19)

The railway undertaking declared that the principal purpose of this rail service is to carry passengers from Praha and other major Czech cities to Warsaw and other major Polish cities. The train is scheduled to reach Poland late evenings and to leave back to Praha at nights. The LEO Express a.s. offer is addressed to persons currently choosing a car while travelling between Poland and the Czech Republic. New passengers are intended to be attracted by offering them high standard and comfort of the service at good price. LEO Express declares also that the night trip will allow using time for sleeping or having a rest. Films, TV series and wide catering offer, as well as wifi availability all along the route are additional attractions intended to make people choose rather long distance train connections than cars while travelling between Poland and the Czech Republic.

The railway undertaking assumes to transport approximately 100 thousand passengers during first year of the activity, 80% of which would provide those crossing the Czech – Polish border. In the following years the number of passengers is expected to grow. LEO Express doesn't expect any significant interest in its service among passengers travelling exclusively on Polish territory.

According to the Art. 3(4) of the Commission Implementing Regulation (EU) No 869/2014 of 11 August 2014 on new rail passenger services (Official Journal of the European Union, L 239/1, of 12 August 2014), hereinafter called a "Regulation", "The regulatory body shall publish on its website the notification made by the applicant with the exception of any commercially sensitive information, without delay and inform thereof the entities referred to in Article 5 or 10, as appropriate". Regarding the LEO Express a.s. Notification of planned new international passenger service, an appropriate procedure provided for the above mentioned Regulation has been launched.

Update: 21 February 2017

The applicant formally withdrew its request for an open access to rail infrastructure for the proposed international passenger service on Praha hl. n. – Warszawa Wschodnia – Praha hl. route.

By letter, received and registered by the President of the UTK on 8 February 2017, the LEO Express a.s. informed of the withdrawal of the application made by the applicant under

Regulation.