



PKP POLSKIE LINIE KOLEJOWE S.A.

WIDER EUROPE

DG TREN Public Consultation

5th April 2005.

The most important for Poland transport axes:

1. EAST – WEST AXE

- **E-20/CE-20 Pan-European Corridor II:** Berlin – Warsaw – Minsk – Moscow – Nizhniy Novgorod.
- **E-30/CE-30, Pan-European Corridor III:** Berlin – Dresden – Wroclaw – Katowice – Medyka – Lvov – Kiev

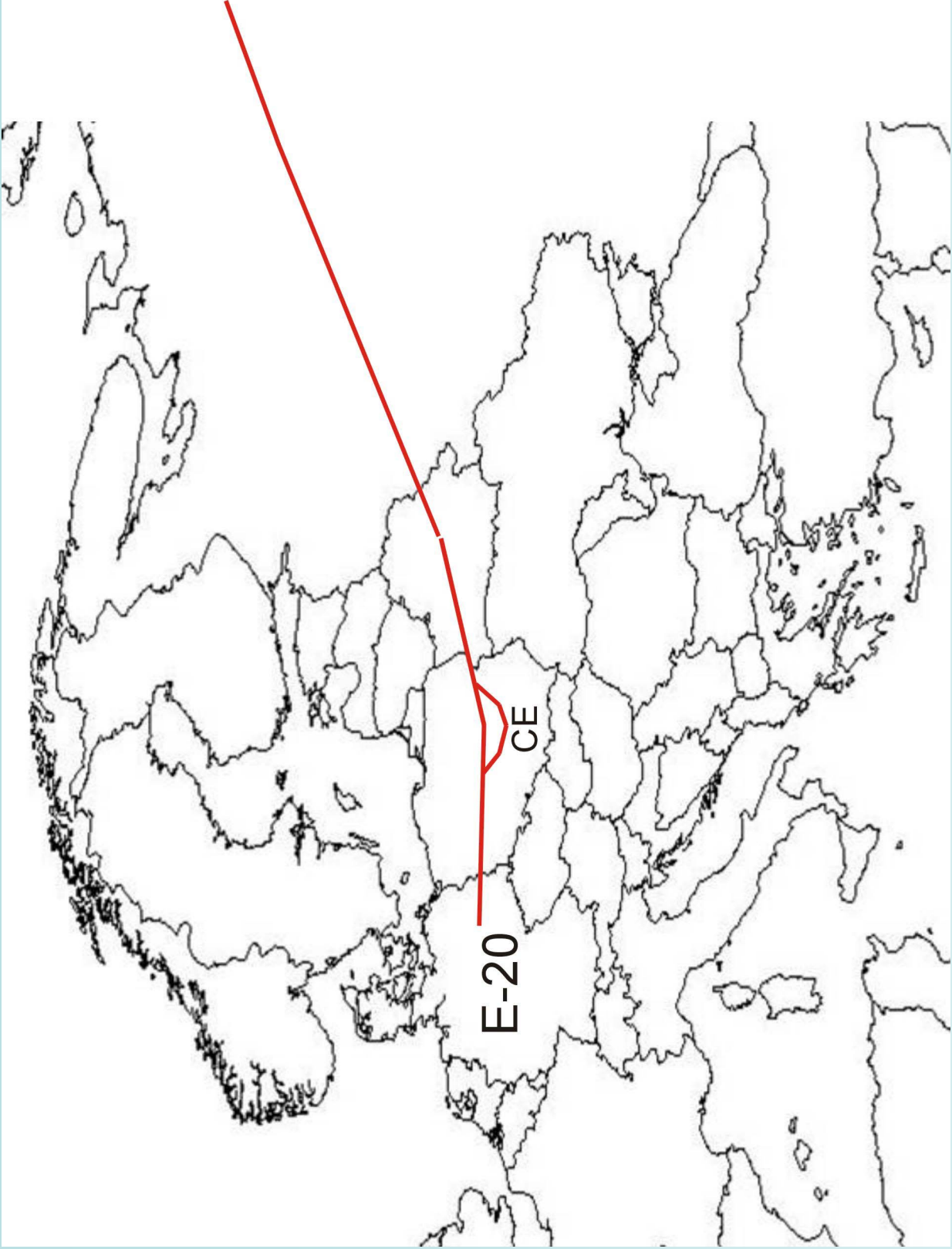
MEANS:

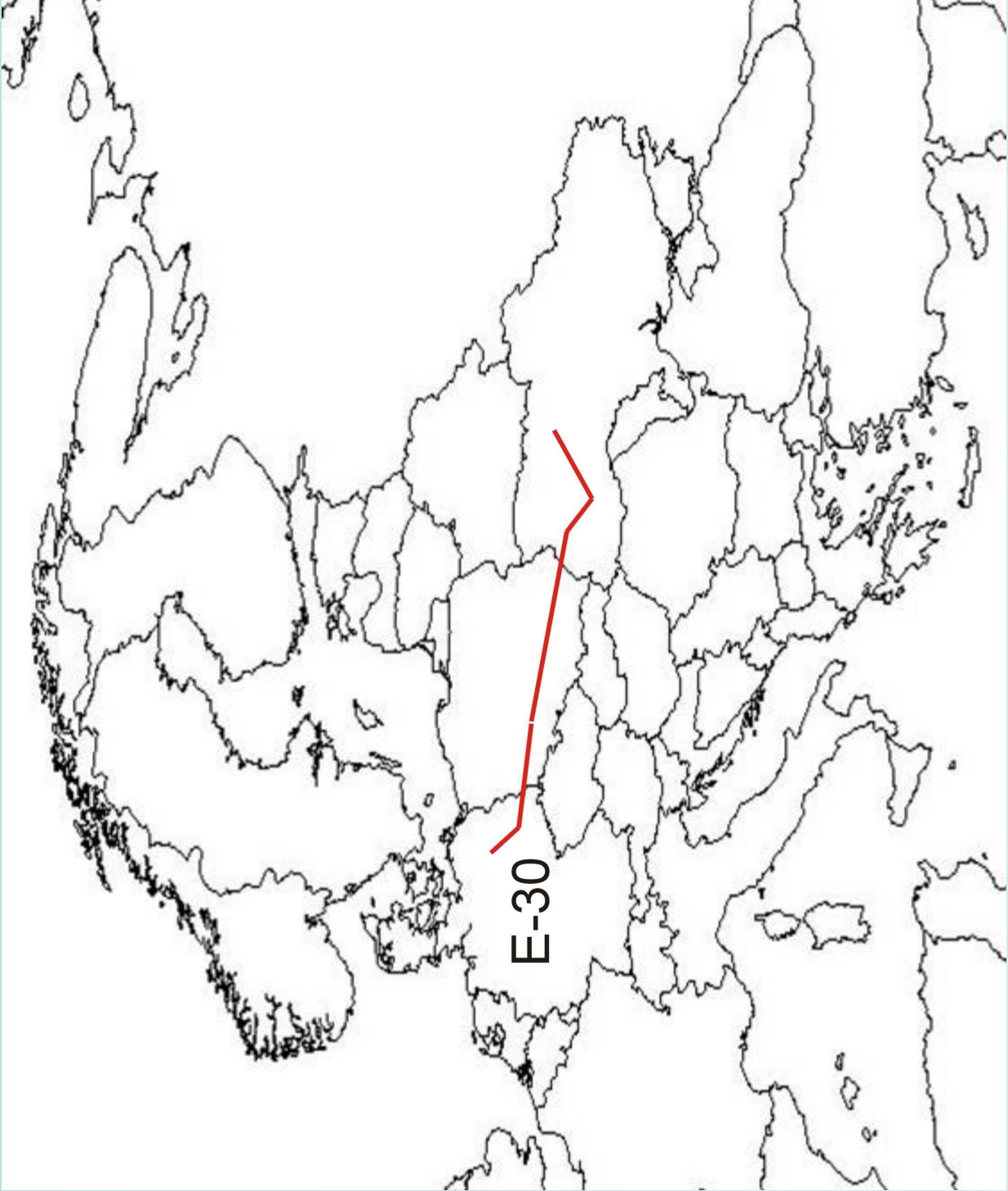
- Connection Europe – Asia through OSZD Corridors: 1 and 1B Moscow - Peking, and OSZD 2 Moscow – Astana – to China
- Connection between EU and Ukraine, Russia, and Mediterranean countries.

WHAT IS A GAIN?

- After fulfilling the TRACEA project (financing with a help of EU funds): links Europe, Kuakas, Central Asia, China and Mongolia = increasing of Europe – Asia traffic.

= A great commercial potential





2. NORTH – SOUTH AXE

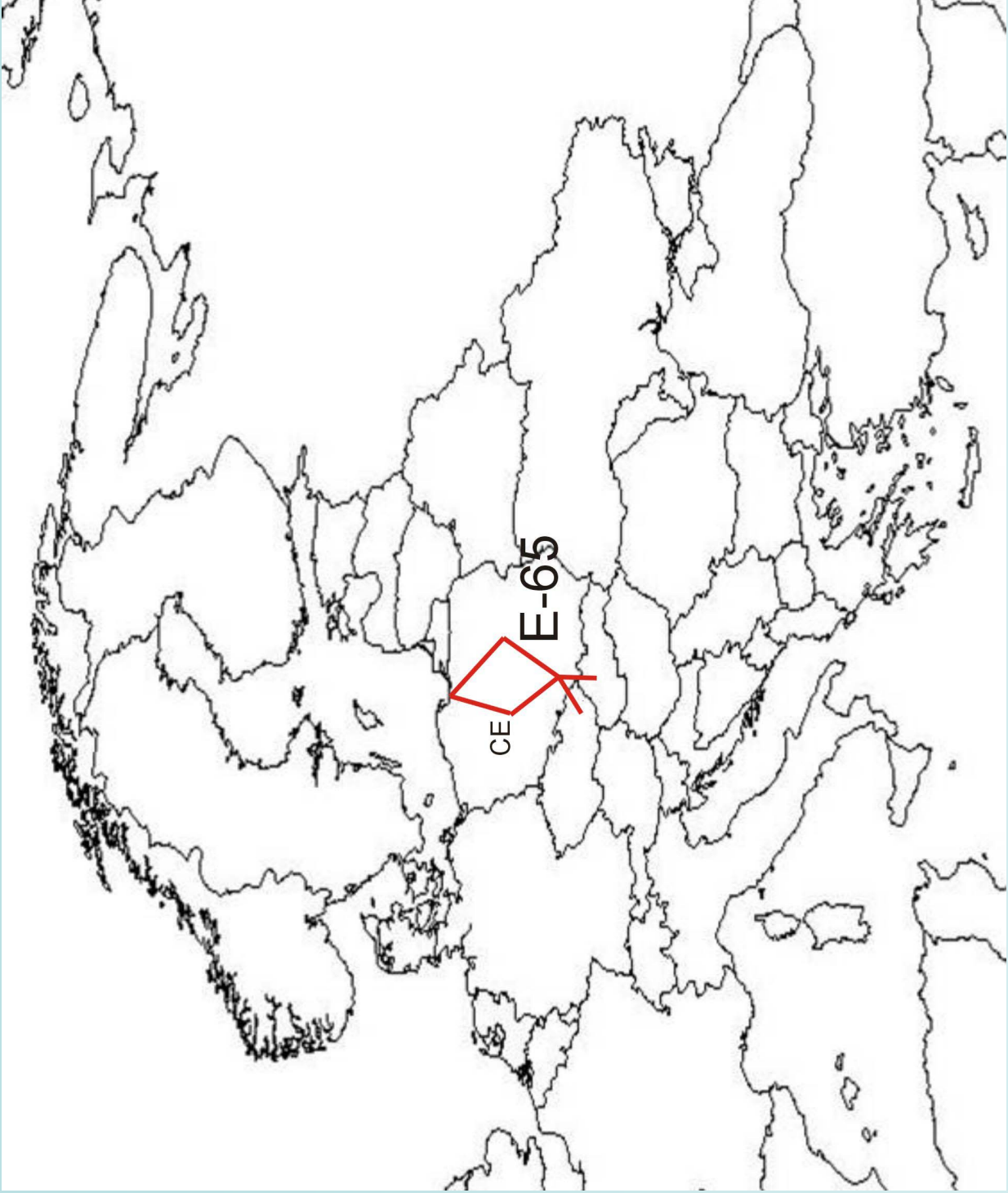
- **E-65/CE-65, Pan-European Corridor VI:** Gdansk – Warsaw/Bydgoszcz – Katowice – Žylna / Ostrava – Břeclav
- **CE-59 line:** Malmo Ystad / Świnoujście – Rzepin – Wrocław – Chałupki / Bohumin – Ostrava
- **E-59 line:** Malmo Ystad / Szczecin – Poznan – Wrocław – Chałupki / Bohumin – Ostrava

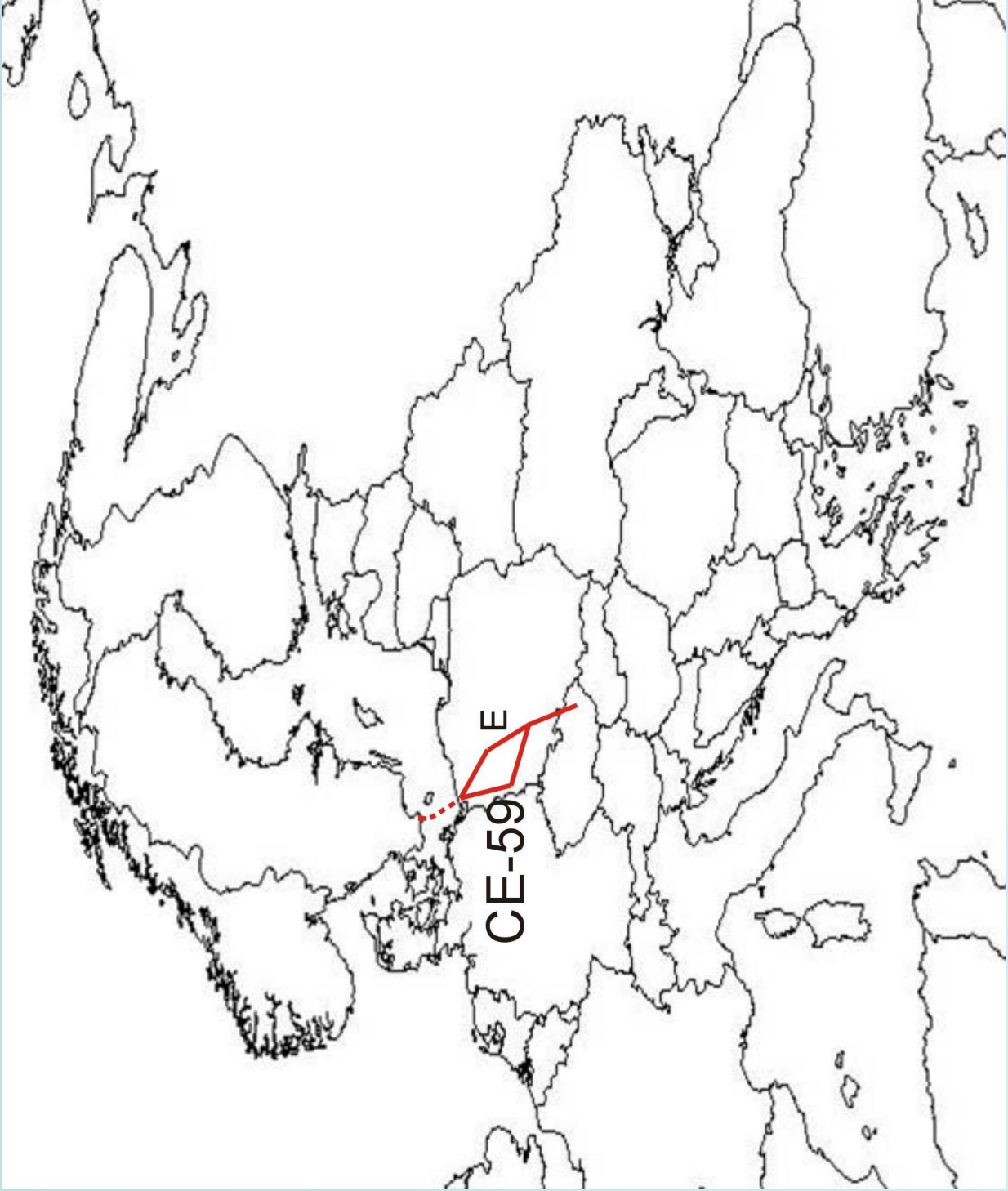
MEANS:

- The main Pan-European Corridor linking the North and the South, and the Baltic basin with the Mediterranean basin.
 - Preferential treatment on EU level (E-65 is one of the 30 TEN-T priorities)
- = Alternative for North - South freight traffic**

WHAT IS A GAIN?

- Greater EU cohesion
- The most attractive passenger & freight connection.
- Removes bottlenecks in West Europe.





3. NORTH – EAST, SOUTH – EAST AXE

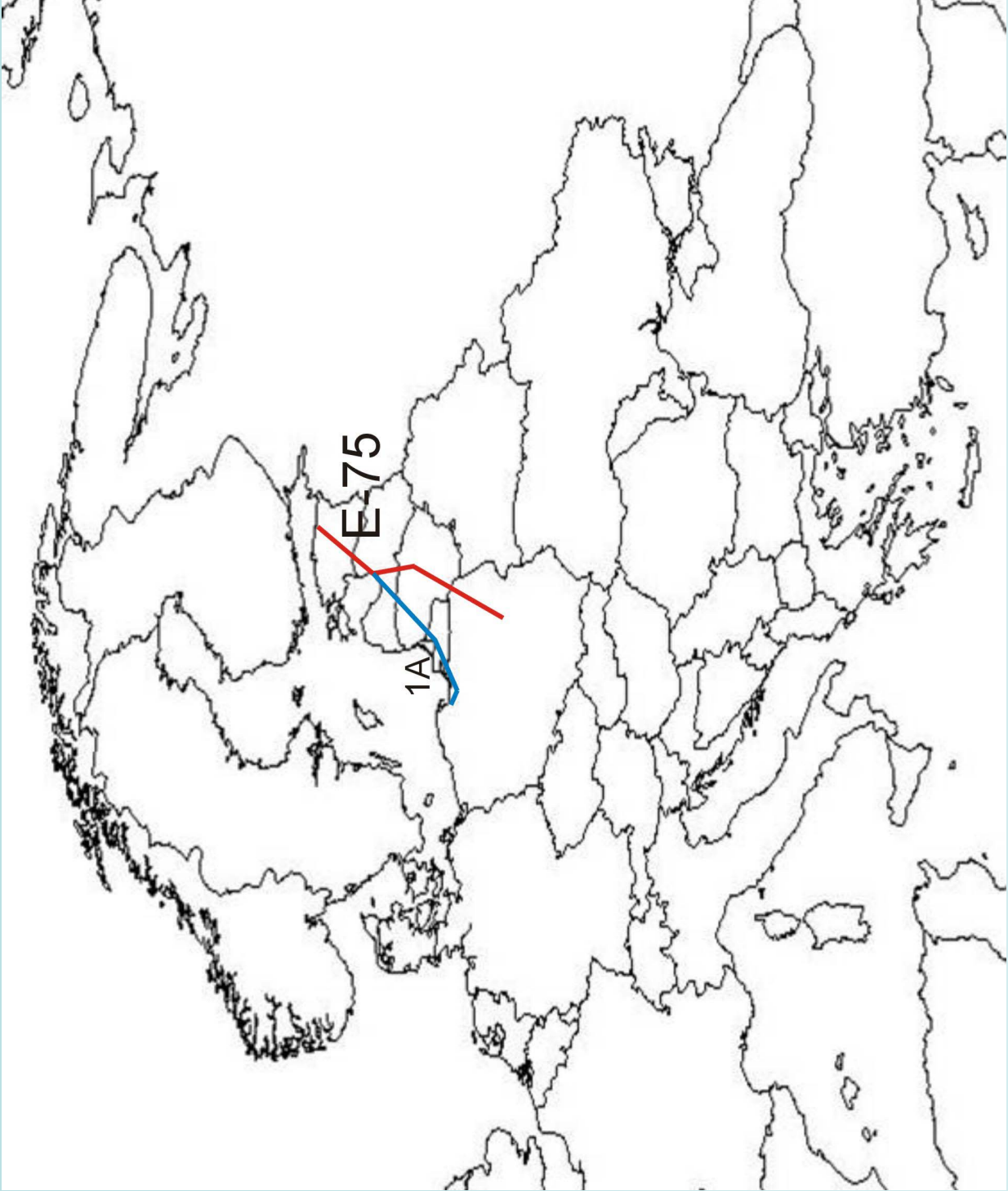
- **E-75, (Rail Baltica) Pan-European Corridor I** : Helsinki – Tallinn – Riga – Kowno – Warsaw (a branch: IA: Riga – Kaliningrad – Gdansk) [connection Warsaw – Vilnius through Kowno or via Belarus (Grodno)]
- **proposed E-28 (the line included among TEN-T as an additional direction)**: Warsaw – Lublin – Dorohusk – Jagodnin – Kiev (with a branch to Moscow and Odessa)

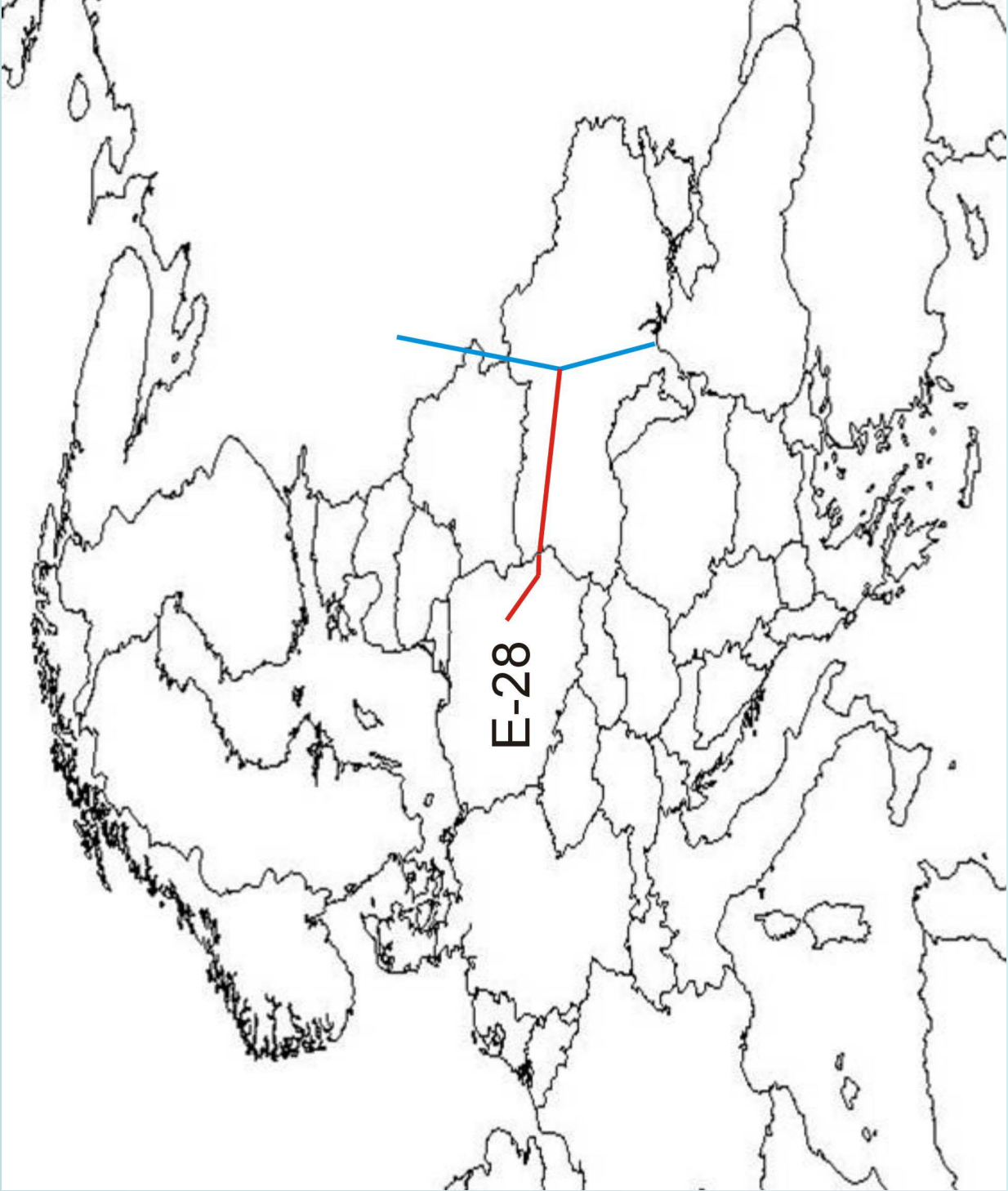
MEANS:

- Connection between the Baltic States and other EU countries.
- Links VI, II, I Corridors, with Warsaw as a communication junction in the South – East direction.

WHAT IS A GAIN?

- Greater EU cohesion (E-75 is one of the 30 TEN-T priorities)
- Attractive for freight traffic connection between the Baltic States, Poland and North – West part of Europe as well as countries of the Black Sea basin.





Vertical Priorities

- **Poland: 43 railway cross-borders**

29 freight & passenger,

6 passenger, 8 freight

- **18 cross-borders only on the East border:**

9 freight & passenger, 3 passenger,

6 freight

- **6 the most important East cross – borders:**

Braniewo, Trakisзки, Kuźnica
Białostocka, Terespol,
Dorohusk, Medyka


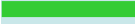



Which means:

- Gauge differences (necessary funds for SUW 2000 implementation)
- Border stations: insufficient transshipment power and rail's longitude
- Lasting cross-border procedures = delays
- The rolling stock's bad technical state = delays

Horizontal priorities

- **COMPLEMENTARY OF THE SYSTEMS:**
 - **Technical:** interoperability, gauge (especially Corridors: II, III), current tension differences (the West border)
 - **Formal – administration:** simplification of cross-border procedures (phyto-sanitary and veterinary inspections, passing the trains under the reciprocal trust as a base rule within EU)
- **Removing European bottlenecks: CE-59 and E-59 modernization**
- **Intermodality & combined transport:** Warsaw as a railway junction for Pan-European Corridors I, II and VI. The most convenient European connection with sea motorways.

Upgrade - Priorities

-  Other Lines
-  AGTC Lines
-  AGC Lines
-  Junctions
-  Border crossings

