

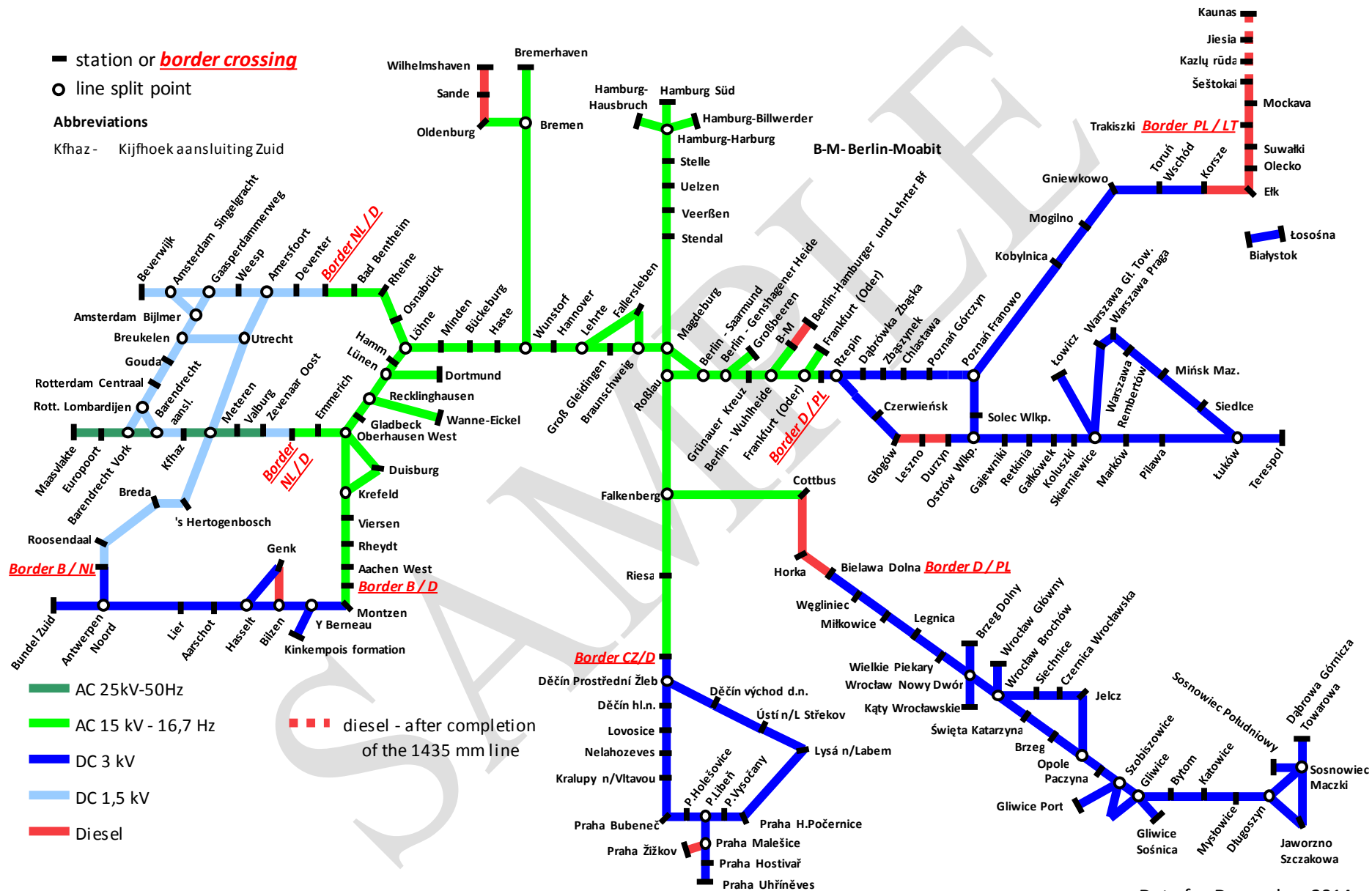
Additional clarification regarding the doubts expressed during the RAG/TAG meeting on the Corridor principal lines in Poland.

The Management Board of Rail Freight Corridor North Sea - Baltic notices the problematic nature of the routing on some sections in Poland.

However, the exclusion of the corridor's offer in the first years of the corridor's existence the sections between Swarzędz and Łowicz as well as the Pilawa – Tłuszcz – Białystok – Ełk route, results from the objective reasons i.e. from the planned construction works which will be conducted on the E20 and Rail Baltica (E75) lines. These lines will be defined as expected principal lines and when the construction works are finished, the lines will become principal lines. The modernization of these sections will contribute to the improvement of the infrastructure parameters which will have a positive influence on the quality of the offer, also for the freight trains.

In the first years of the corridor's operation, PKP PLK S.A. proposed diversionary lines which allow freight trains to run on electrified lines on sections between Kunowice (German-Polish border) and Terespol (Polish-Belorussian border) as well as in the north till the Korsze station, as an optimal solution.

The exact course of the proposed path is shown on the scheme below, which was also included in the draft of the Implementation plan (page 21). The fully electrified route leads from Kunowice by Poznań, Ostrów Wlkp., Skierniewice, Warsaw / Pilawa, Łuków to Terespol.



Data for December 2014