



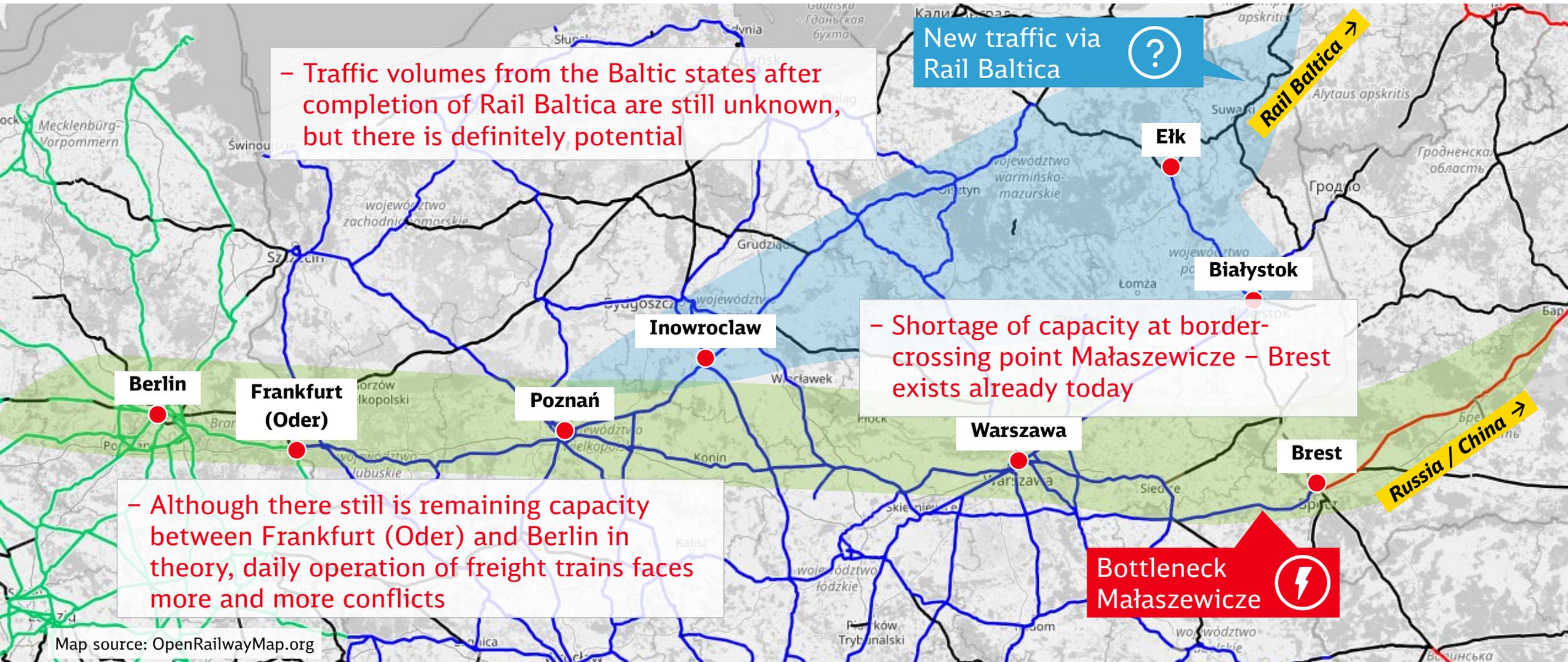
# **Poznań – Krzyż – Kostrzyn – Berlin**

Towards Resilience in the Corridor „North Sea – Baltic“ (RFC 8)

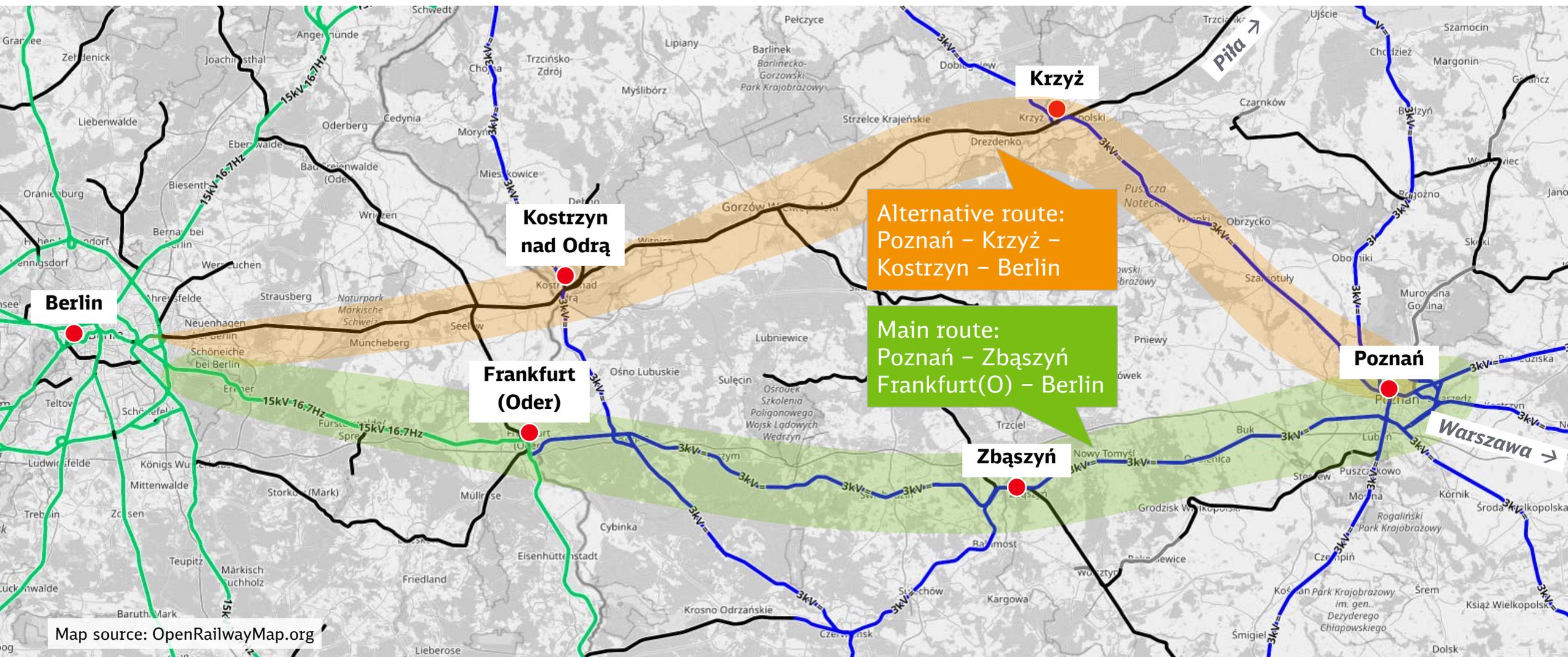


04.08.2021 | DB Cargo AG, L.CAG

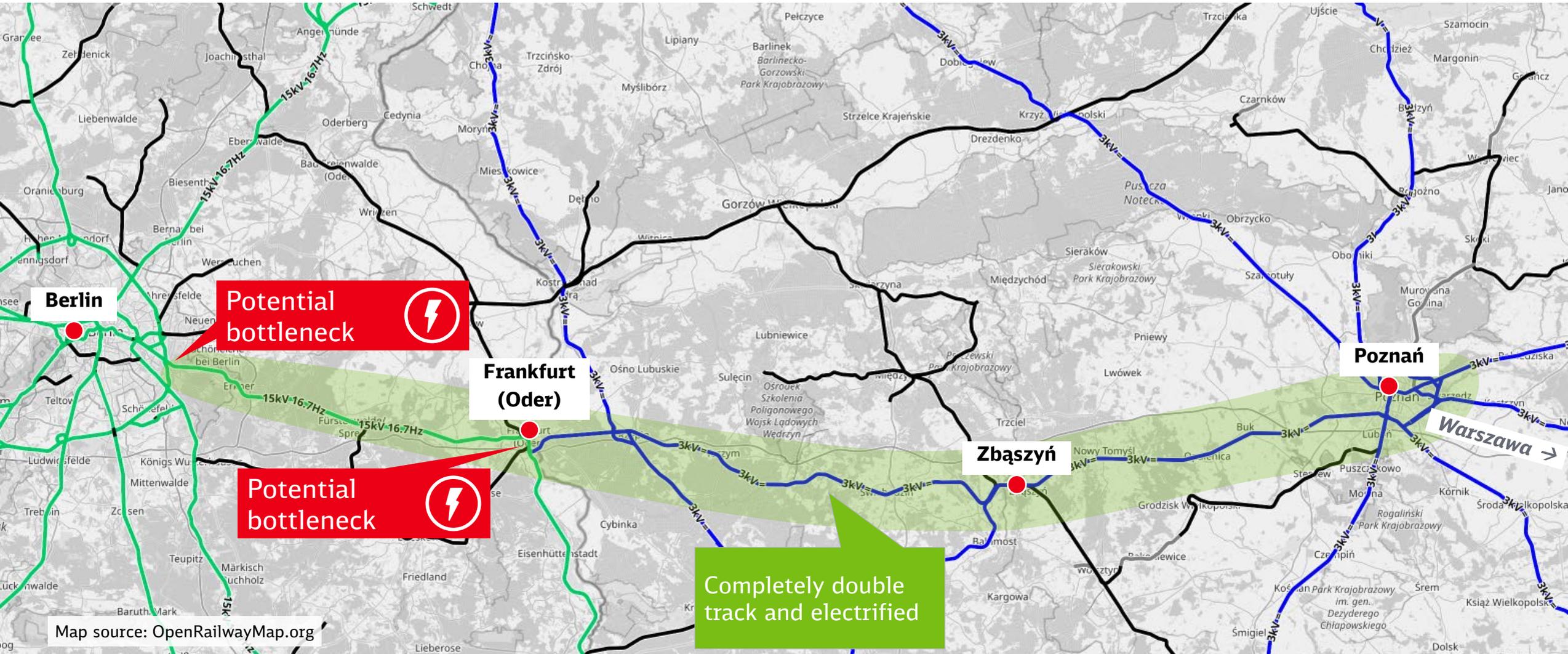
# The Corridor must address the challenge of growing traffic from China and the Baltic states



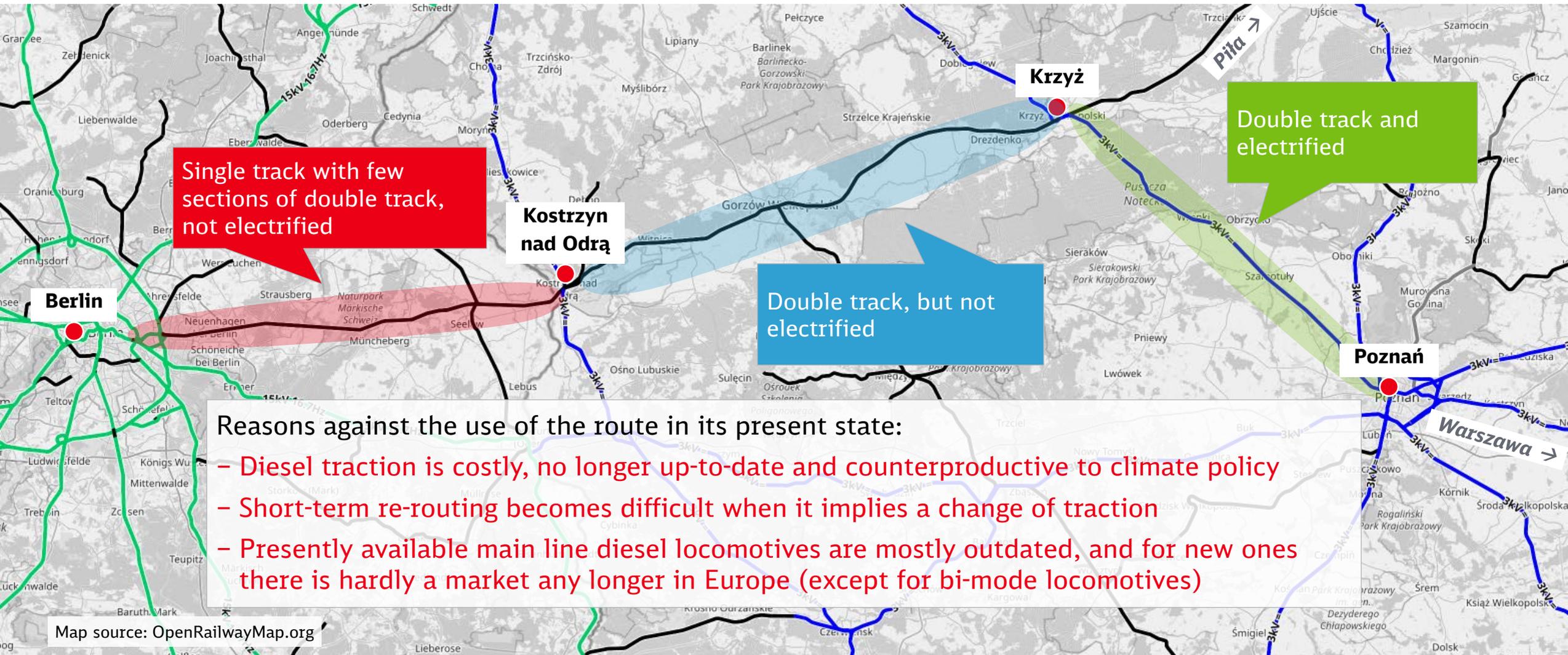
# The section (Warszawa –) Poznań – Berlin is of great importance for the growing traffic between China and Western Europe



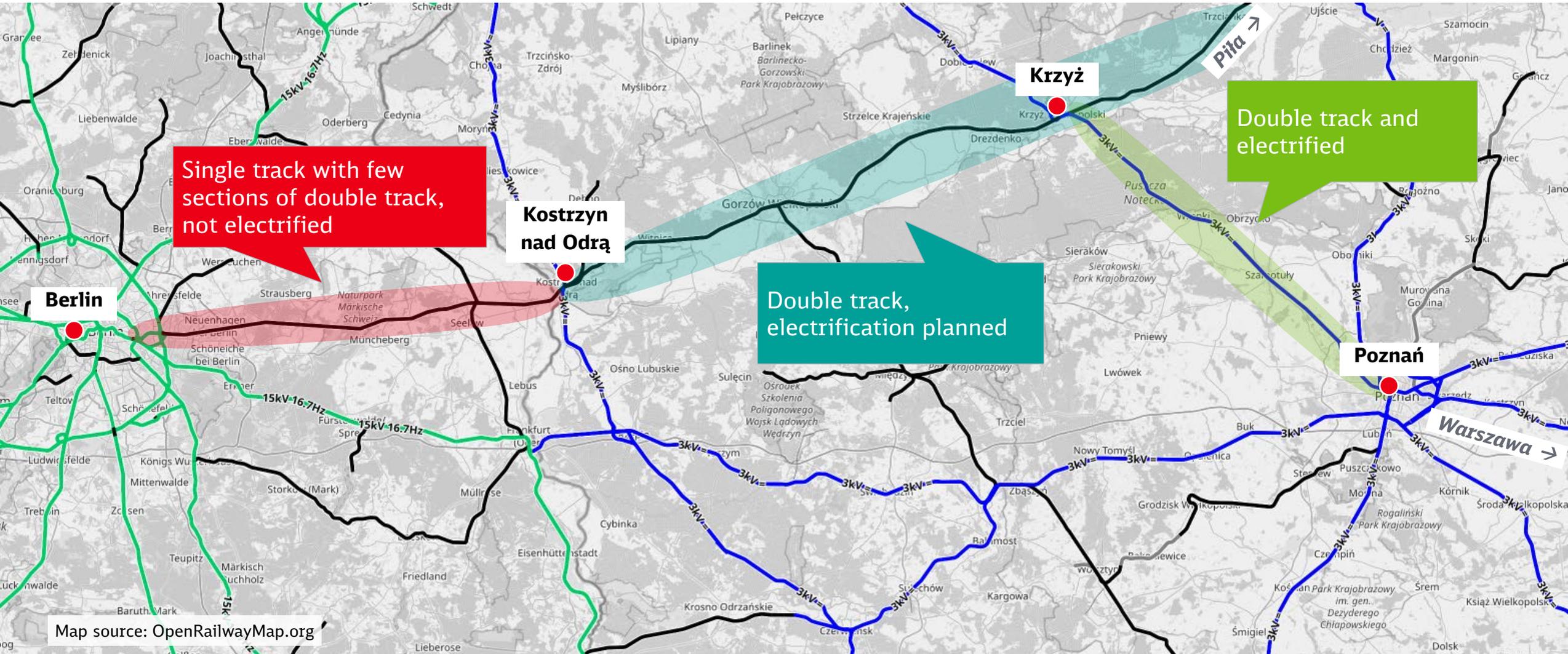
# Even though the main route has still capacity left, resilience has become a serious issue since the major disruption at Rastatt in 2017



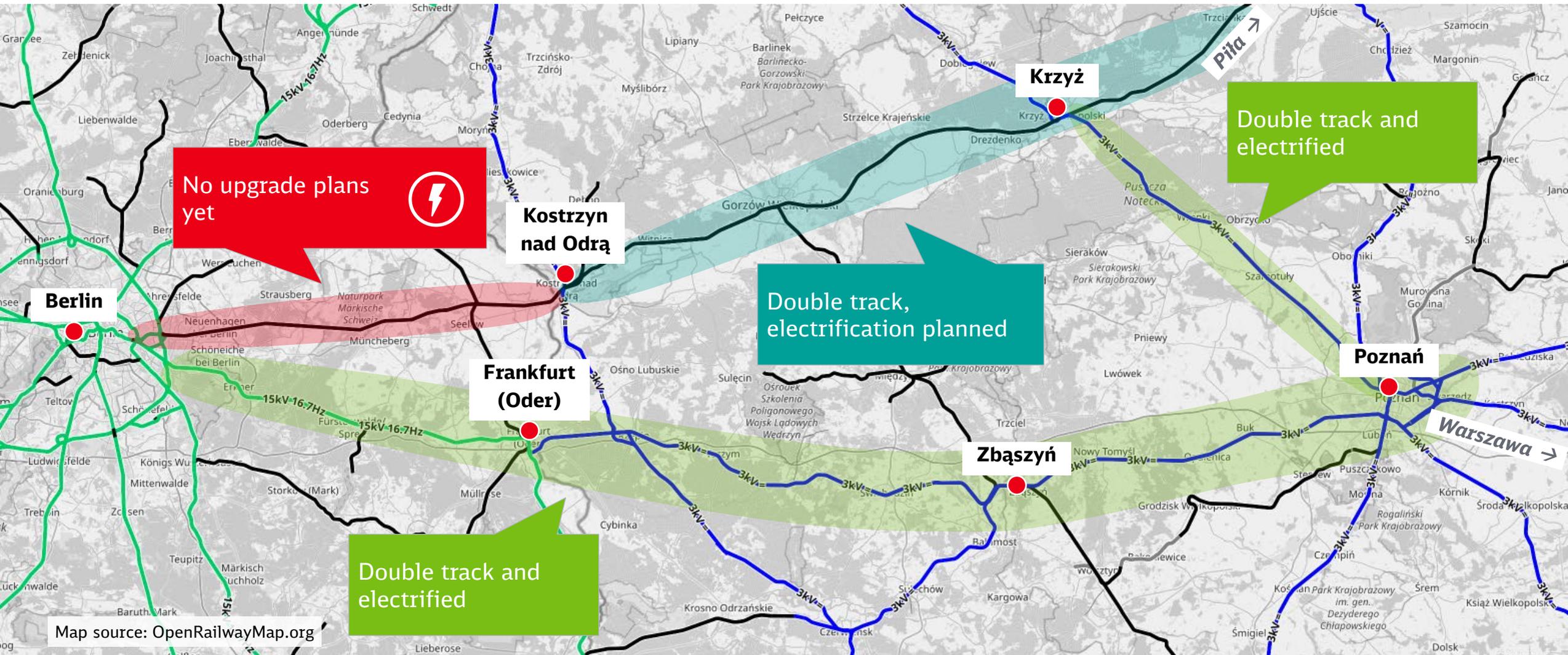
# The alternative route is not completely electrified and therefore only of very limited usefulness for rail freight traffic



# On Polish side, the electrification of the section (Piła –) Krzyż – Kostrzyn has already been adopted



# Dualling and electrification of the section Kostrzyn – Berlin will benefit the Corridor very much



# So far, the German part of the line was considered as useful for regional passenger traffic only; its potential for the RFC was neglected



## Increase resilience

- Alternative lines with same technical parameters (TEN-T) allow quick diversion decisions when major disruptions on the main route occur



## Meet climate goals

- Electrification is beneficial for both freight and passenger railway undertakings, helping them to minimise their greenhouse gas emissions and meet the climate goals



## Interconnect networks

- Upgrading a relatively short cross-border section can create a strong element in a large European corridor



## Enable growth

- The China-Russia Corridor bears much potential for rail freight, but already today there are capacity bottlenecks here and there



**Poland and Germany should jointly develop this line and make it a part of the RFC North Sea – Baltic**