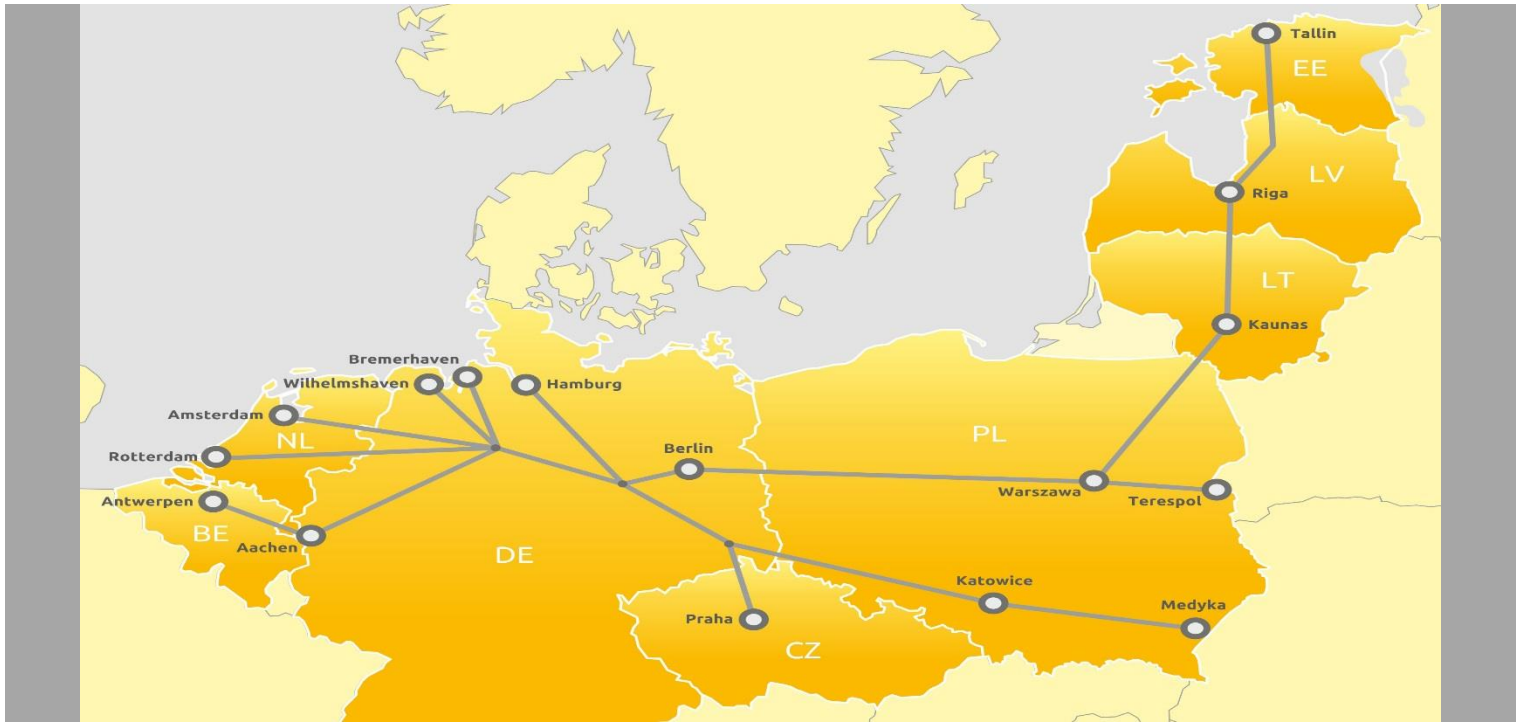
Rail Freight Corridor
North Sea – Baltic



Rail Freight Corridor North Sea Baltic – Your East West Rail Bridge across Europe!

Consultation on investments – feedback from RUs

RAG/TAG meeting,
25th of September 2019 Warsaw

Weronika Karbowiak

Co-financed by the Connecting Europe Facility of the European Union

In the letter sent to RFCs by DG Move RFCs were asked to consult RUs and provide priorities for infrastructure development from users' perspective (rail freight), e.g. as follows:

- Which **infrastructure parameters** should be implemented **with priority** on which sections over which time horizon (prior to the 2030 deadline for the core network)? This should cover **all relevant parameters**, including of course the TEN-T requirements for the core network (electrification, 22.5 t axle load, ERTMS, 740m etc.)
- **Capacity bottlenecks**: how much additional capacity (e.g. as expressed in train paths) would be needed on which section, during which period of day/way (e.g. night, peak, 15-18h etc.) over which time horizon (e.g. from 2025)?
- **Specific projects (in particular 'smart' small investments)**: any hints about small investments that would make a big difference, e.g. passing loops, connecting loops (avoiding change of direction), level-free crossings, gap in electrification, ERTMS deployment etc.

- RFC NS-B recieved feedback from 3 RUs regarding missing infrastructure parameters.

Germany/Czech Republic:

- Elbe Valley (D/CZ) : short-term capacity increase for freight trains between Pirna and Decin through improved signaling and ETCS;

- Elbe Valley (D/CZ): the planned tunnel between D and CZ has to get a lower slope, currently 12.5%o are planned, that's far too much for freight traffic. This is a EU co - financed project and totally useless for international Freight Traffic !!!!

- Railway junction Point Prague: unbundling of freight and passenger traffic, increase of capacity by extension of routes in the junction point Prague

- Creation of usable detour routes in case of disturbances and construction work with TCR's: (for RFC 8 between D – CZ)

- Detour line via Leipzig - Plauen - Marktredwitz - Cheb - Prague, new construction of a connecting curve in Marktredwitz and electrification of the gap Marktredwitz - Cheb. No support for the expansion of the parallel line over Plauen - Bad Brambach - Cheb because the slope is way to high for heavy freight trains.

Czech Republic/Poland:

- Expansion of the connection between PL and CZ via Wroclaw - Lichkow - Usti n.Orlici for freight transport, 22.5 t axle load, 700 m and section 70/400, double track extension.

Poland:

- Electrification of line no 40 from Sokółka to Suwałki
- Electrification of line no 51 from Suwałki to Trakiszki (state border).

Line between Kunowice - Terespol

- Stretch Zbąszyń - Rzepin - Border (line no. 3) - max trains length 630-650m, max speed 60-100km/h
- Stretch Łowicz- Skierniewice (line no. 11) - max axle load 216kN, max speed 70-80km/h,
- Stretch Skierniewice - Łuków (line no. 12) - max axle load 216kN, max speed 50-80km/h,
- Stretch Łuków - Terespol (line no. 2) - max speed Biała Podlaska - Terespol 40-80km/h,
- According to the International Border Agreement Terespol - Brest max train length on 1435mm track is 600m, max axle load 216kN

Line between Kunowice - Trakiszki
Line no. 353

- Max axle load condition not met on stretches:

99,000 km 101,403km Inowrocław 206kN
130,565 km 139,094 km Toruń 206kN
221,9 km 366,371 km Jamielnik - Korsze 206kN

- Max. speed in the range of 40 - 100km/h
- Max train length between 640 and 700 m

Line no. 38
Non-electrified line, traction change necessity in Korsze station, one-track line
Direction change necessity in Ełk
Max axle load: 196kN
Max speed: 50-80km/h
Max train length: 650m
Line no. 39
Non-electrified line, traction change necessity in Korsze station, one-track line
Direction change necessity in Suwałki
Max axle load: 206kN
Max speed: 30 - 60km/h
Max train length: 600m
Line no. 41
Non-electrified line, traction change necessity in Korsze station, one-track line
Direction change necessity in Olecko
Max axle load: 206kN
Max speed: 80km/h
Max train length: 600m

Line no. 51
Non-electrified line, traction change necessity in Korsze station, one-track line
Max axle load: 205kN
Max speed: 60km/h
Max train length: 620m
According to the International Border Agreement Skandawa - Trakiszki max train length is 600m, max axle load 206kN
Horka - Śląsk
Line no. 132
Max axle load: 205kN
Max speed: 50 -120 km/h
Max train length: 600-710m