



Capacity requirements at border Germany – Poland Route Berlin – Kostrzyn

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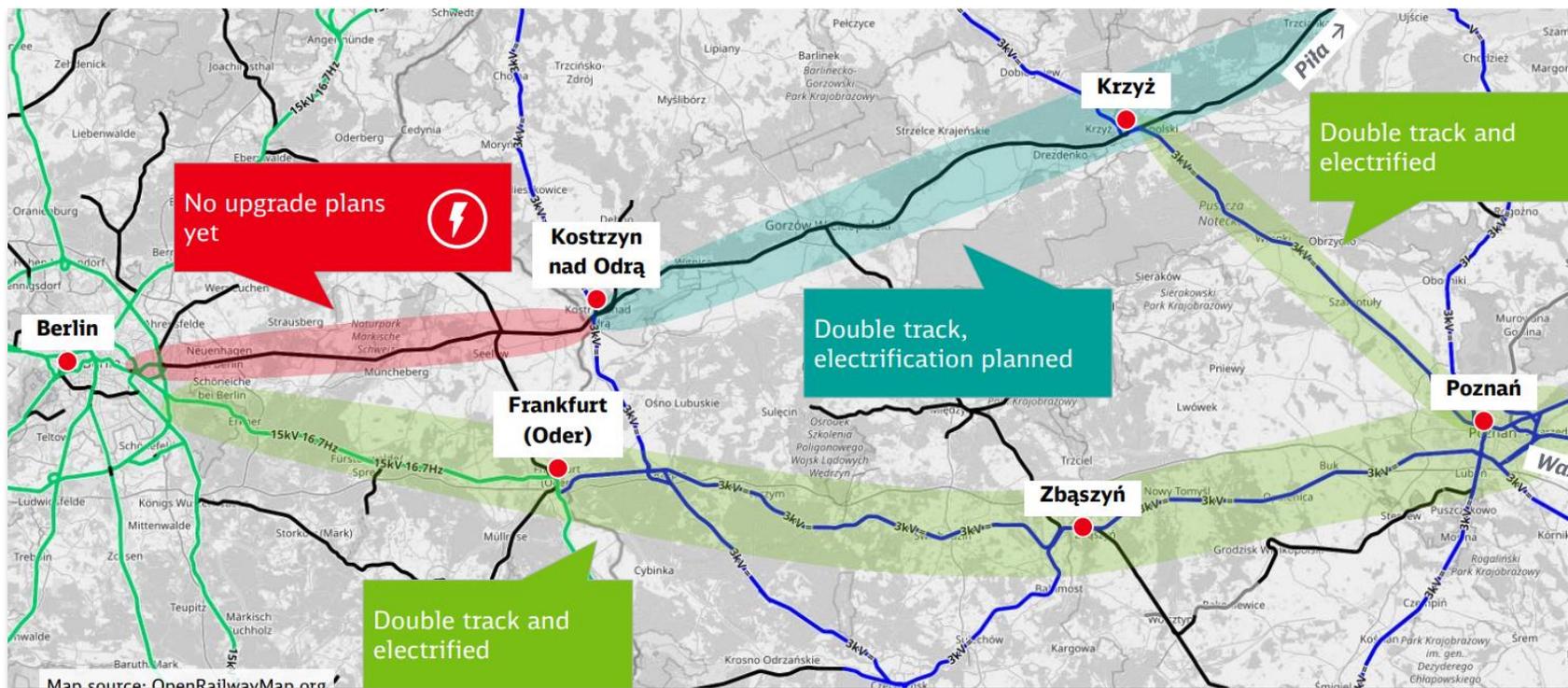


Proposal for updating Berlin-Kostrzyn route to be used as diversionary line

Expecting strong growth in traffic from/to **China via the Eurasian Landbridge** and **additional growth** due to **industrial growth** in **Poland** and increasing traffic from the **Baltic states** through the newly emerging Rail Baltica line

Sea route via Baltic Sea only as fallback level, as production costs are too high

The **current feeder to Polish border might not** be able to **accomodate growth** – claim of insufficient resilience



Further update of the route not foreseen as currently capacity is given

Capacity



- **Sufficient capacity** on the route **Berlin-Frankfurt/Oder – Rzepin - Poznań**
- **No train paths** have been **refused** so far. Still some **reserve capacity** available
- DB Netz recommends RUs to use **consultations for path planning** (“Fahrlagenberatung”) in order to understand how use additional capacity
- **Alternative routes** to Frankfurt/Oder can be used as well, e.g. **Guben** or **Horka**

Infrastructure planning



- Electrification of Berlin-Küstrin **not foreseen** in **national infrastructure plan** (BVWP)
- For the next national infrastructure plan DB Netz will **analyze the capacity situation on Berlin-Frankfurt/Oder**. If needed, Berlin-Küstrin will be proposed.
- Section **Krzyż- Kostrzyn nad Odrą** (PL/DE border) is already double track. A feasibility study suggests electrification. **No concrete plans** exist so far in the investment plan