

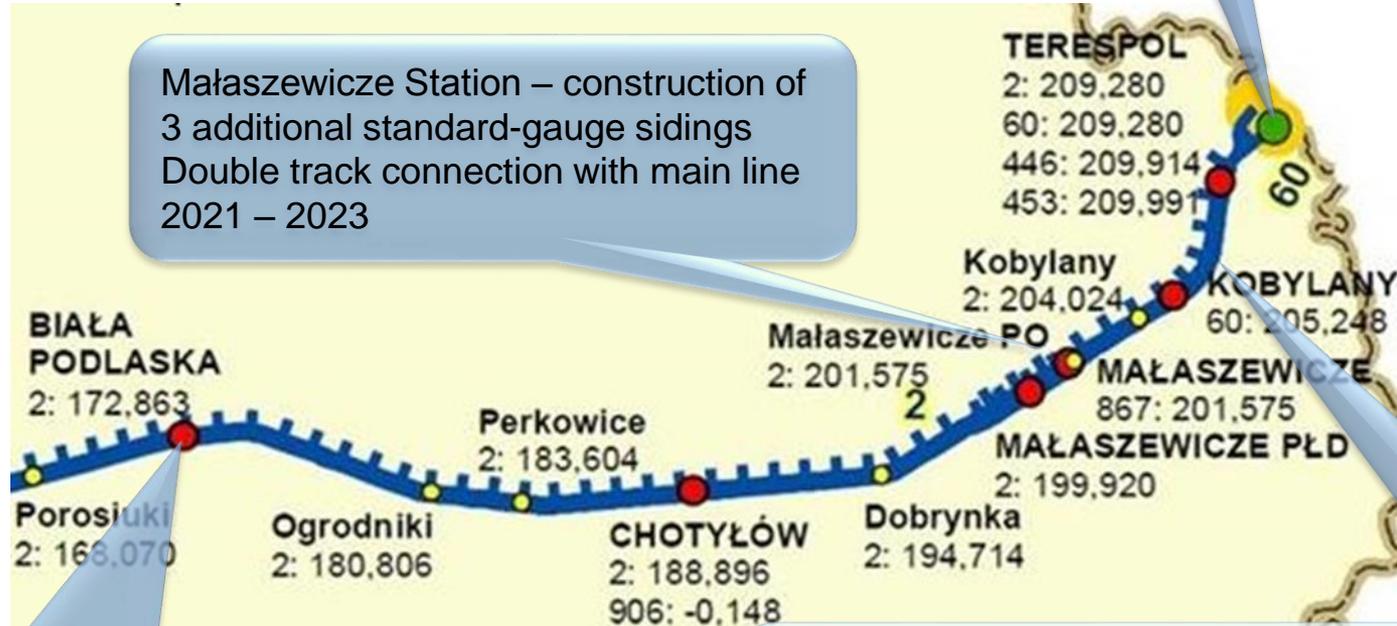


Terespol - Małaszewicze, 30.03.2020r.



PKP PLK S.A. investments on rail border crossing Terespol – Brześć and on border railway lines

Elements of the project:



Małaszewicze Station – construction of 3 additional standard-gauge sidings
Double track connection with main line
2021 – 2023

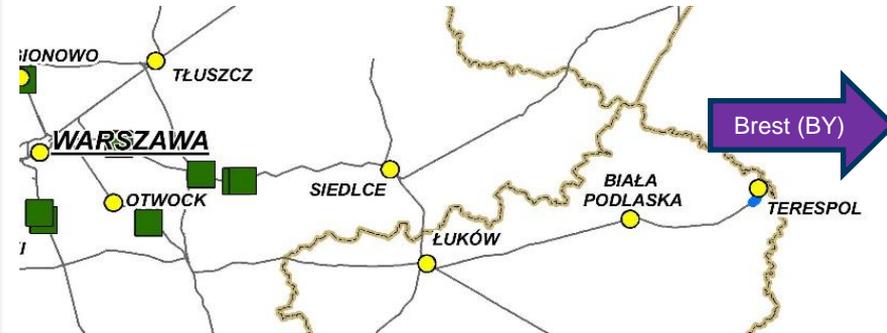
Construction of the new Bug river bridge
Plan by 2028

Station Biała Podlaska – construction of a group of 10 standard-gauge sidings
2021 – 2023

Station Terespol Szerokotorowy (broad-gauge track) –
Construction of a group of 10 broad-gauge tracks
2022 – 2024

Current state:

- Terespol Station:
 - ✓ 3 tracks 1435 mm – border check for passenger traffic;
 - ✓ 2 tracks 1435 mm – for national traffic (one track is common for national and border traffic);
 - ✓ 2 tracks 1435 mm – border check for freight traffic;
 - ✓ 2 tracks 1520mm - border check for freight traffic;
 - ✓ 2 one-track bridges – dual gauge (1435 mm and 1520 mm).
- Permissible axle load:
 - ✓ Tracks 1435 mm: 221 kN;
 - ✓ Tracks 1520 mm: 245 kN.
- Infrastructure of Tax and Customs Board:
 - Single train scanner for two lines (for three tracks)
 - Current freight trains capacity of broad-gauge infrastructure -
 - 14 pairs of trains per day.



Investment scope:

- Construction of group of 10 broad-gauge tracks, train length 1050 m and axle load 245 kN;
- Construction of second track of line no 60 on the section Terespol Szerokotorowy - Terespol;
- Moving of clearance and border check from Terespol Station to the planned group of 10 tracks;
- Allowing of construction of second scanning head – possibility of simultaneous scanning of two trains (investment of customs and border service)
- Construction of new double-track Bug river bridge between Terespol station and Brest (electrified track in the double gauge 1435/1520 mm and non-electrified broad-gauge track)
- Modified track layout of the Terespol station.

Expected effects of the above actions will be as follows:

- Substantial growth of capacity of freight traffic and independence from growing passenger traffic;
- Ensuring of possibility of simultaneous run on standard- and broad-gauge tracks, possibility of simultaneous scanning of two trains (investment of customs and border service)
- Improvement of versatility and efficiency of track systems;
- Substantial growth of possibility for conduction of border checks;
- Separation of passenger and freight traffic.

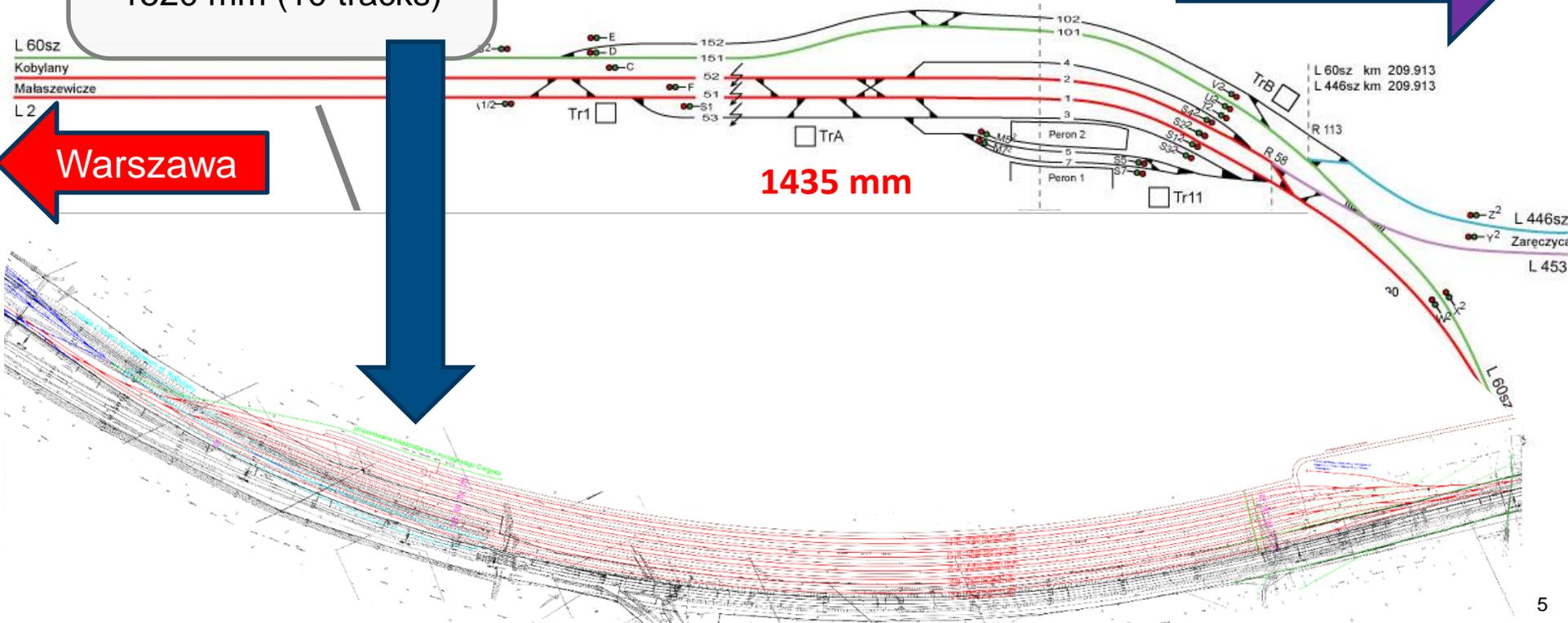
Track system of the Terespol railway station

1520 <> 1435 mm
Transshipment area

Area of the planned new station
Terespol Szerokotorowy
1520 mm (10 tracks)

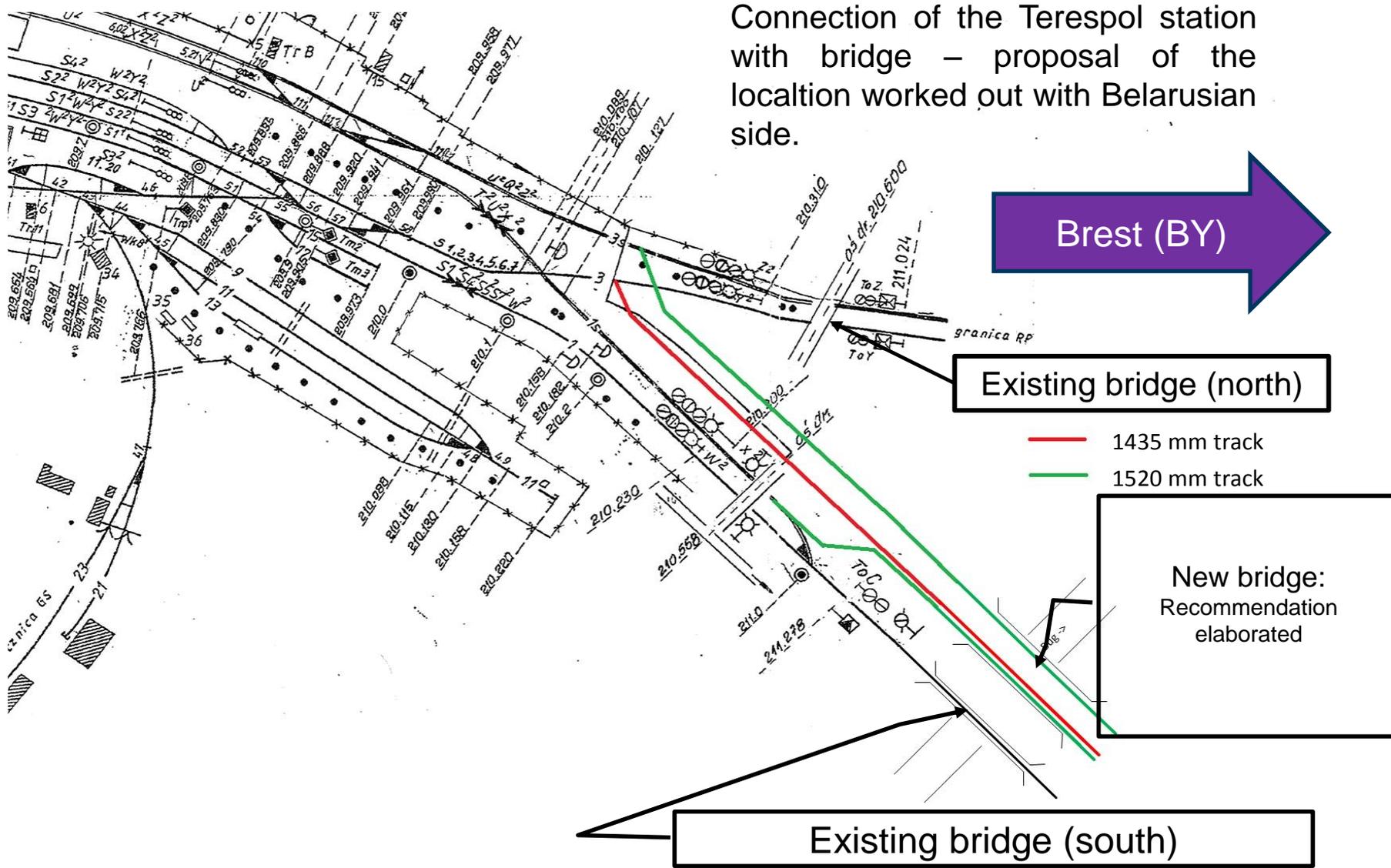
Warszawa

Brest (BY)



Improvement of the accessibility of the rail border crossing Terespol – Brześć, stage 2 – Construction of the new Bug river bridge and track connection with 1520 mm and 1435 mm track layout of the Terespol station

Connection of the Terespol station with bridge – proposal of the location worked out with Belarusian side.



Existing bridge (north)

- 1435 mm track
- 1520 mm track

New bridge:
Recommendation
elaborated

Existing bridge (south)

Dual gauge over the Bug river with width 1520 mm and 1435 mm



Bridge over the Bug river





Thank you for your attention