



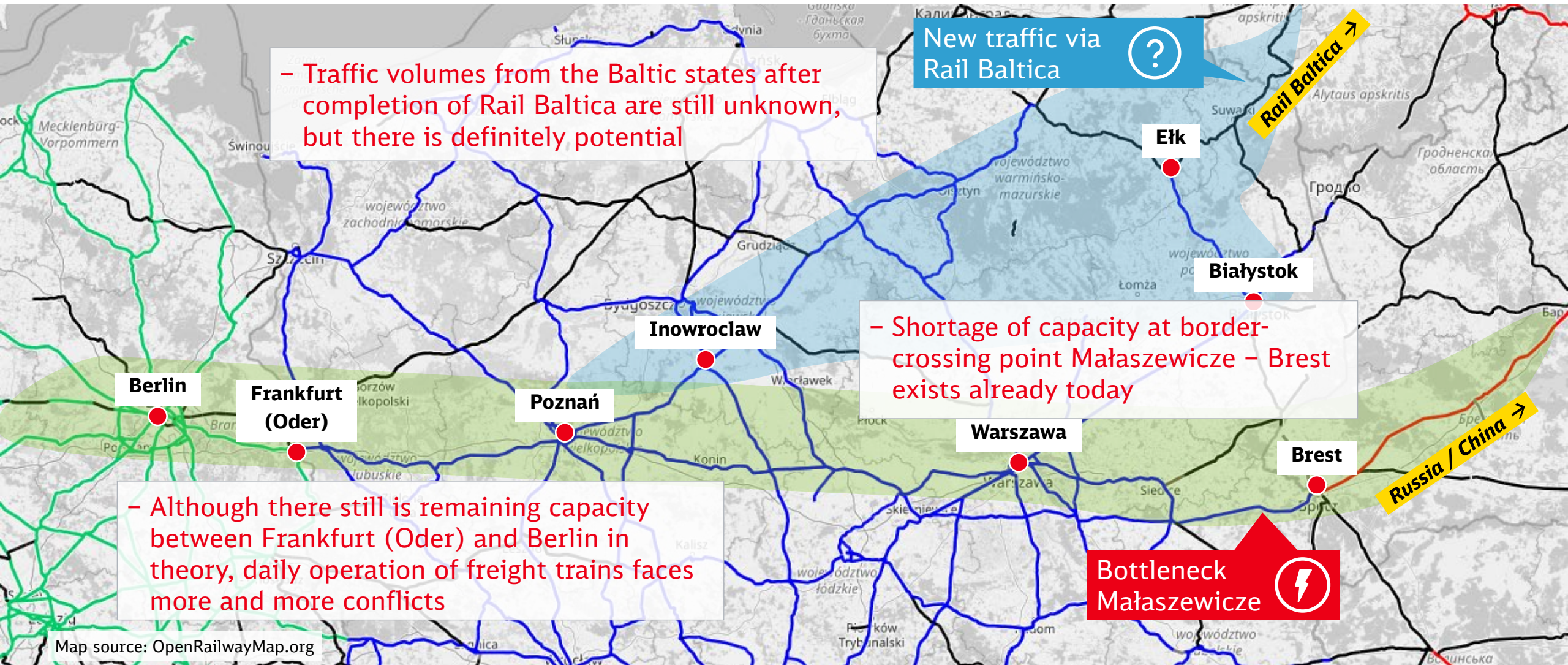
Poznań – Krzyż – Kostrzyn – Berlin

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

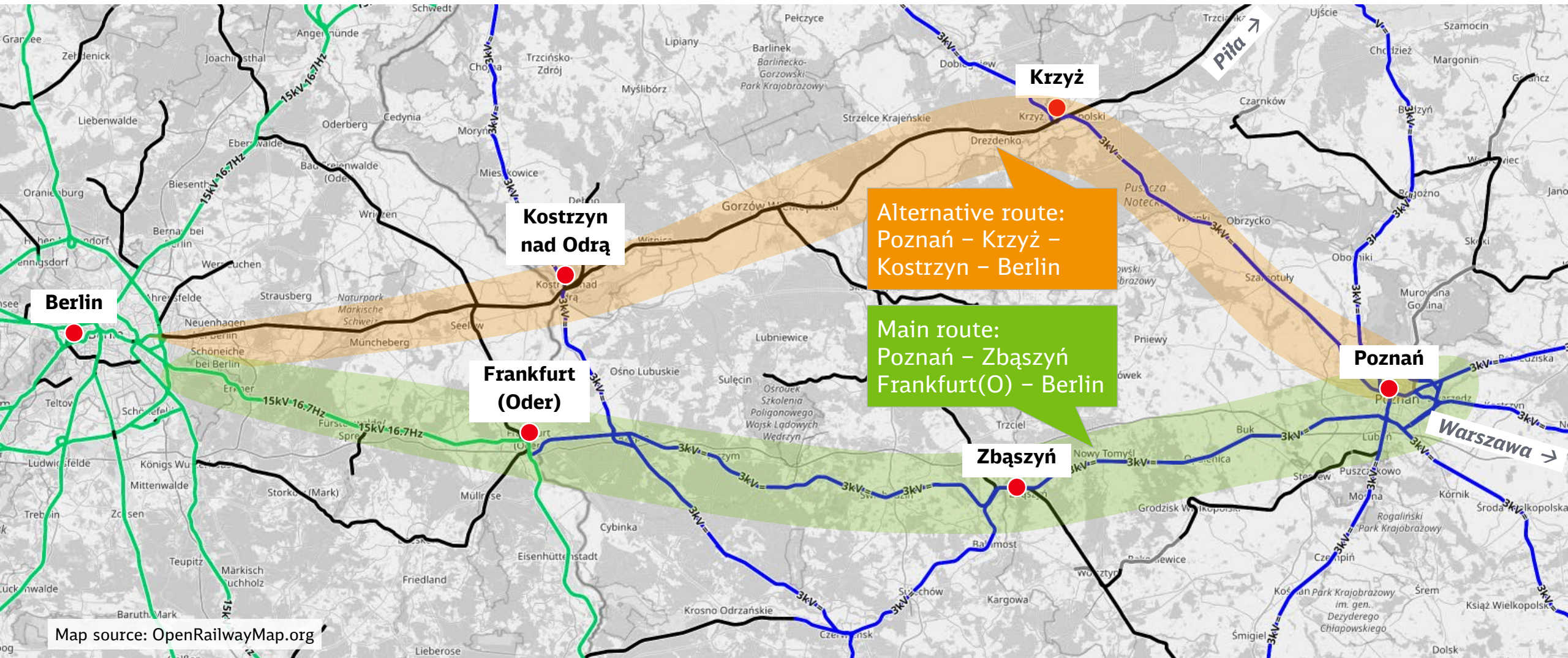


04.08.2021 | DB Cargo AG, L.CAG

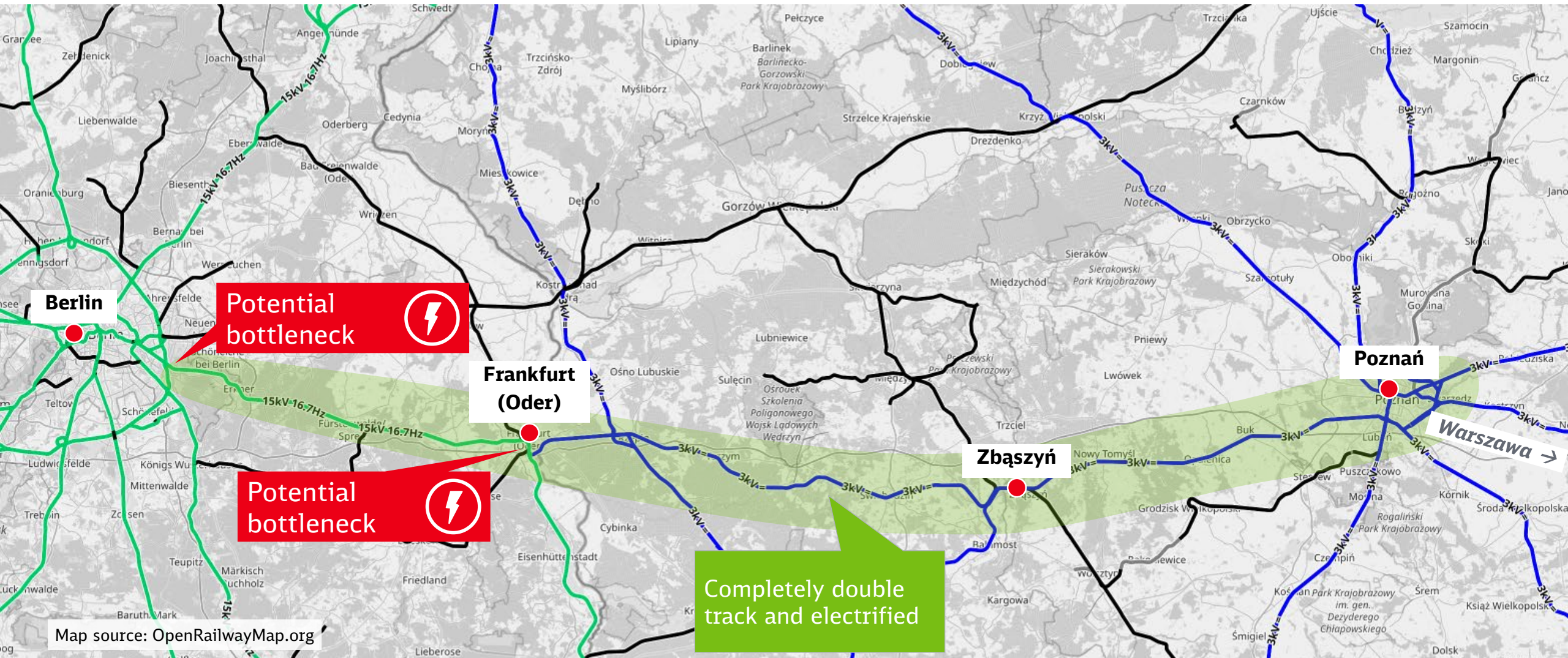
The Corridor must address the challenge of growing traffic from China and the Baltic states



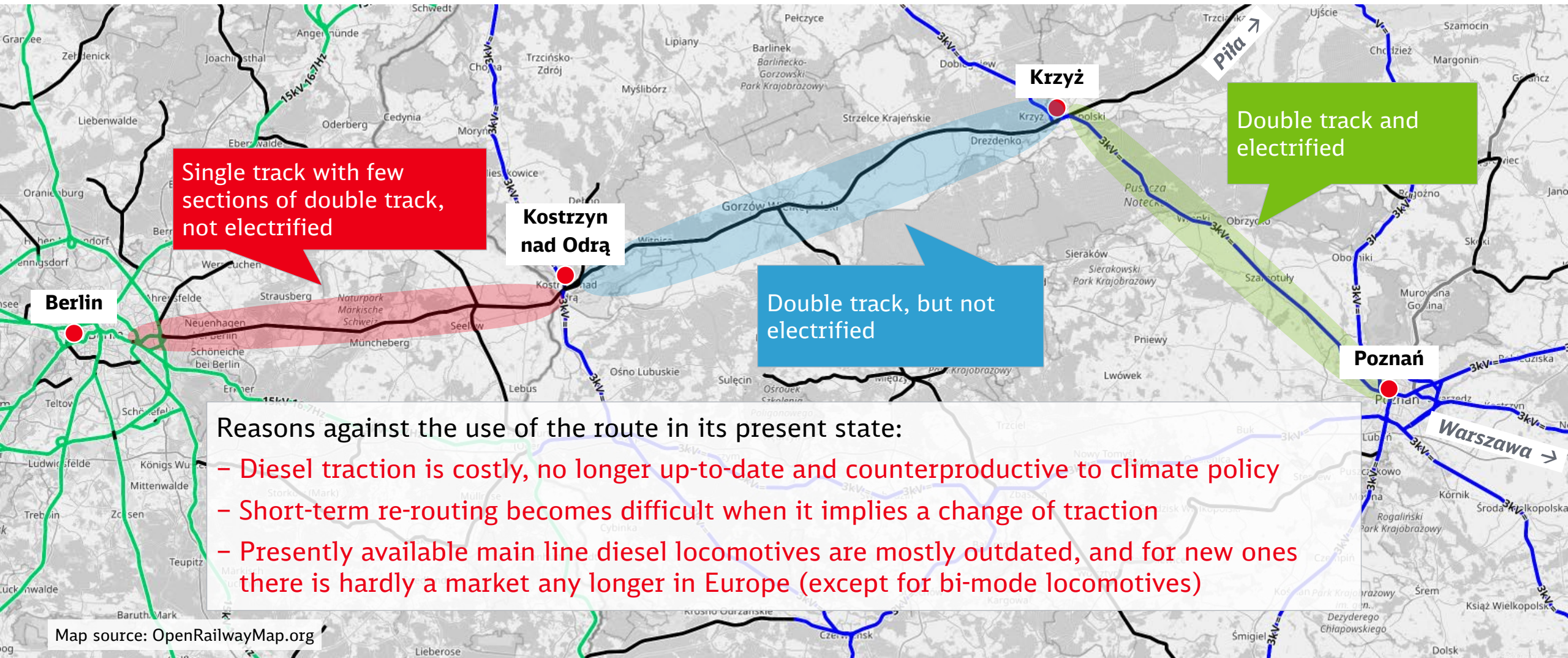
The section (Warszawa –) Poznań – Berlin is of great importance for the growing traffic between China and Western Europe



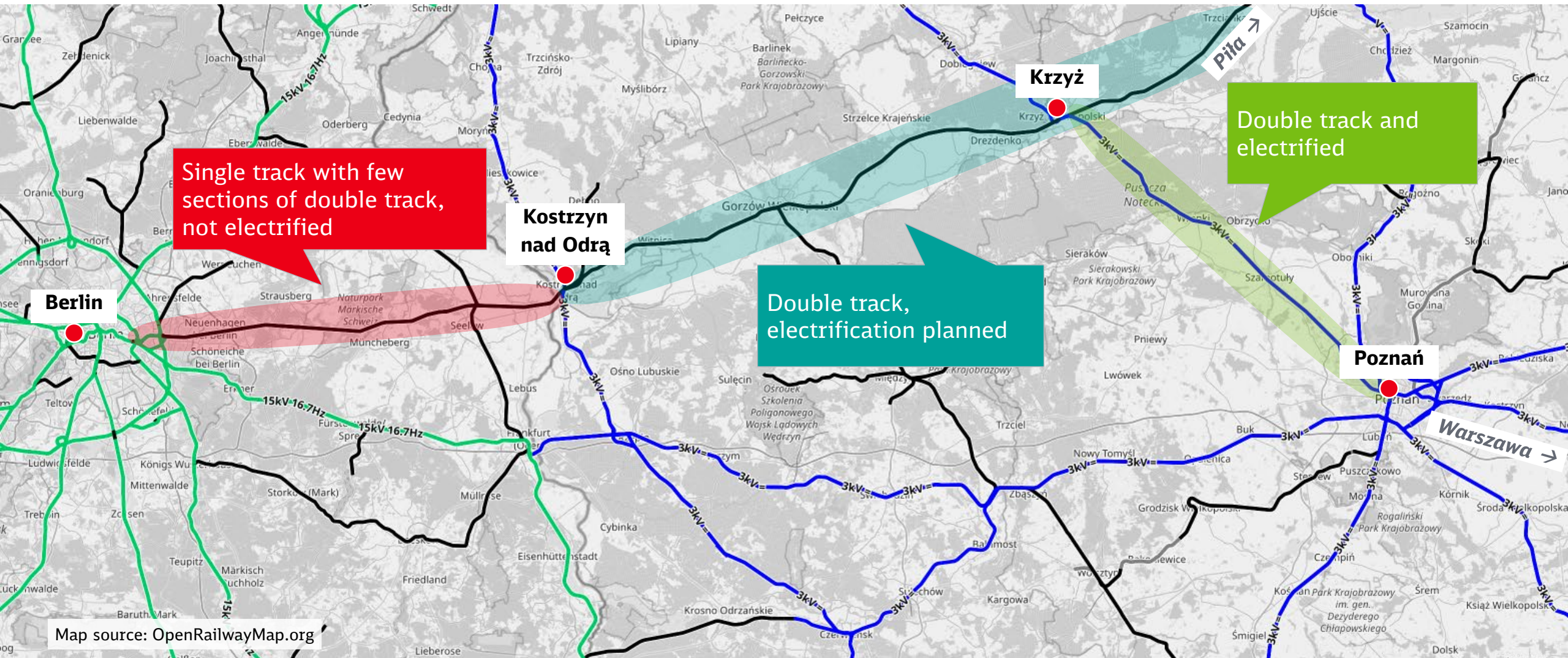
Even though the main route has still capacity left, resilience has become a serious issue since the major disruption at Rastatt in 2017



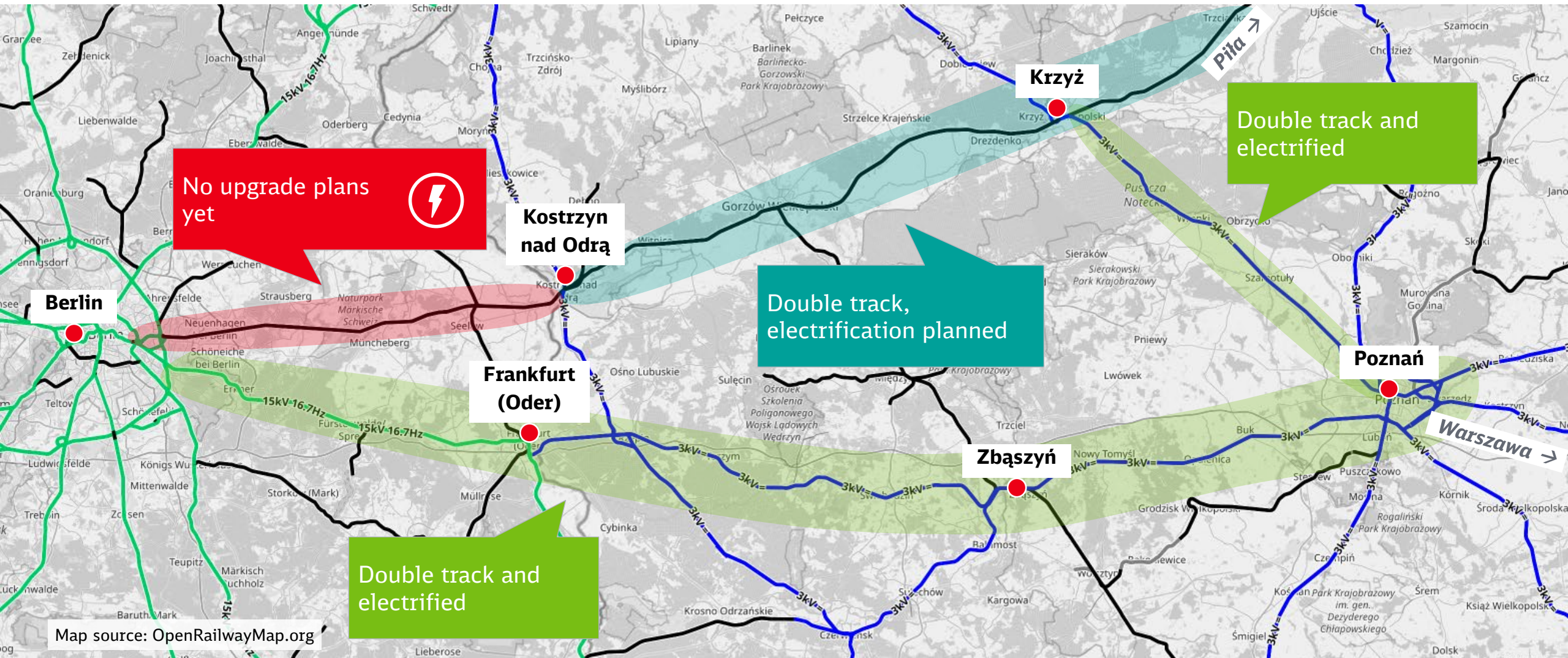
The alternative route is not completely electrified and therefore only of very limited usefulness for rail freight traffic



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