

## **POLAND:**

Poland has 2 Core Network Corridors crossing its country:

The **Baltic-Adriatic Corridor** extends from the Polish ports Gdansk and Gdynia and from Szczecin and Swinoujscie via Czech Republic or Slovakia and through eastern Austria to the Slovenian port of Koper and to the Italian ports of Trieste, Venice and Ravenna. It covers rail, road, airports, ports and RRT's. The key projects are Semmering base tunnel and Koralm railway Graz – Klagenfurt in Austria.

The **North Sea-Baltic Corridor** stretches from the North Sea ports Antwerp, Rotterdam, Amsterdam, Bremen and Hamburg through Poland to the Belarus border and to the Baltic countries' ports Klaipeda, Ventspils, Riga and Tallinn as well as to Helsinki. It covers rail, road, airports, ports, RRT's, inland waterway as the "Mittelland Kanal" and "Motorway of the Sea" links to Finland. The key project is "Rail Baltic(a)", a UIC standard gauge railway between north-eastern Poland, Kaunas, Riga and Tallinn.

The corridors and key projects which contribute to completing them are set out on the following page.

### **What are the key benefits?**

The multimodal TEN-T Core Network with the Core Network Corridors will strongly contribute to European cohesion and strengthen the internal market. A more competitive economy will produce higher employment. Enhanced multimodality on a better rail, inland waterways and maritime infrastructure within the multimodal TEN-T, as well as innovative technologies in the field of transport, will induce modal shift, reduce congestion on road, cut emissions of greenhouse and polluting gases and boost transport safety and security.

### **The new infrastructure policy in Europe**

Transport is vital to the European economy, without good connections Europe will not grow or prosper. The new European infrastructure policy will put in place a powerful European transport network across 28 Member States, connected to neighbouring countries and the rest of the world, to promote growth and competitiveness. It will connect East with West and replace today's transport patchwork with a network which is genuinely European.

The new policy triples EU financing to 26 € billion for transport in the period 2014 – 2020, at the same time it refocuses transport financing on a tightly defined core network. The core network will form the backbone for transportation in Europe's Single Market. By 2030, it will remove bottlenecks, upgrade infrastructure and streamline cross border transport operations for passengers and businesses throughout the EU. Its implementation will be pushed ahead by the setting up of 9 major transport corridors that will bring together Member States and stakeholders and will allow to concentrate tight resources and to achieve results.

The new TEN-T core network will be supported by a comprehensive network of routes, feeding into the core network at regional and national level. The aim is to ensure that progressively, throughout the entire EU, the TEN-T will contribute to enhancing internal market, strengthening territorial, economic and social cohesion and reducing greenhouse gas emissions.

Taken as a whole, the new transport network will deliver:

- safer and less congested travel
- smoother and quicker journeys
- as well as less impact on the climate.

**Projects that could receive financing from the "Connecting Europe Facility" (CEF):**

Taking into account the long-distance benefits of improvements in a corridor, the following tables comprise, apart from projects in the country concerned, also measures in corridor sections beyond its borders.

**Baltic – Adriatic**

Gdynia - Katowice	Rail	Works
Gdynia, Gdańsk	Ports	port interconnections, (further) development of multimodal platforms
Warszawa - Katowice	Rail	Works
Wrocław – Poznań – Szczecin/Świnoujście	Rail	Works
Świnoujście, Szczecin	Port	port interconnections
Bielsko Biala – Žilina	Road	Works
Katowice - Ostrava - Brno - Wien & Katowice - Žilina - Bratislava - Wien	Rail	works, in particular cross-border sections PL-CZ, CZ-AT, PL-SK and SK-AT, Brno-Přerov line; (further) development of multimodal platforms and airport-rail interconnections

**North Sea – Baltic**

Tallinn - Riga - Kaunas - Warszawa	Rail	(detailed) studies for new UIC gauge fully interoperable line; works for new line to start before 2020; upgrading and new line on PL territory; rail – airports/ports interconnections, rail-road terminals, MoS
Via Baltica Corridor	Road	works for cross-border sections (EE, LV, LT, PL)
BY border - Warszawa - Poznań - DE border	Rail	works on existing line, studies for high speed rail

**Other**

Wrocław – Praha	Cross-Border	Rail	studies
Nowa Sól – Hradec Králové	Cross-Border	Road	works

Kędzierzyn Koźle – Chałupki-granica	Cross-Border	Rail	Works
UA Border – Kraków – Katowice – Wrocław – Dresden	Other Core Network	Rail	works