



MINISTERSTWO  
INFRASTRUKTURY

# TEN-T REVISION PROGRESS IN POLAND

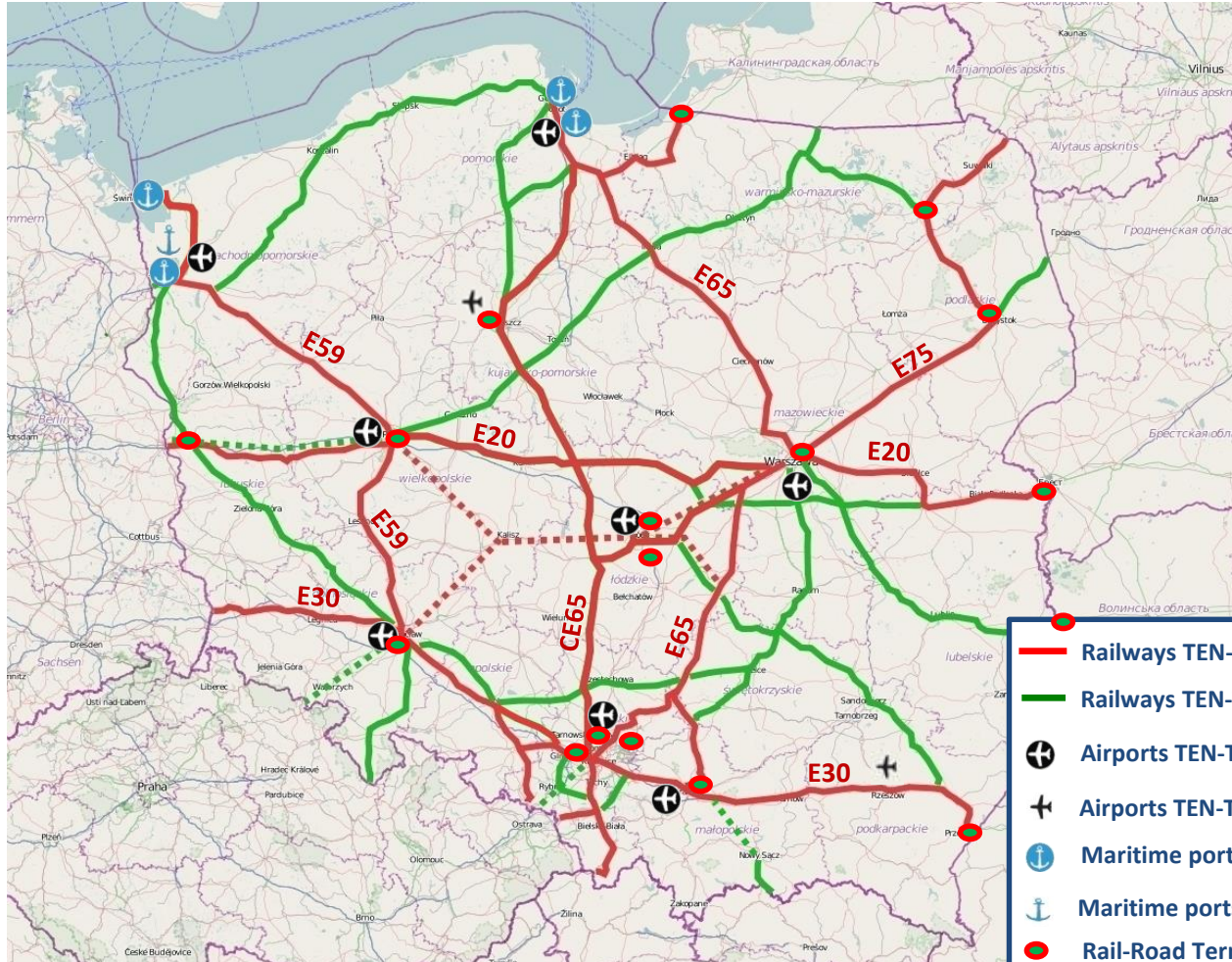
**Michał Kwiatkowski,  
Department of Transport Strategy,  
Ministry of Infrastructure**

November 13, 2019 r.



# RAILWAY LINES, AIRPORTS, MARITIME PORTS, RAIL-ROAD TERMINALS OF THE TEN-T

Railway lines -  
7100 km (4200 km  
in core network);



# TEN-T CORE NETWORK CORRIDORS IN POLAND



**The North Sea-Baltic Corridor** connects the North Sea ports of Antwerp, Rotterdam, Amsterdam, Bremen and Hamburg through Poland to the Belarus border and to the ports of the Baltic States in Klaipėda, Ventspils, Riga and Tallinn, as well as to Helsinki.



**The Baltic-Adriatic Corridor** starts in Gdańsk and Gdynia, runs through Warsaw, Katowice, Žilina, Brno, Bratislava, Vienna, Graz, Klagenfurt, Villach, Udine, Trieste, Venice to Bologna.

## TEN-T CORE NETWORK CORRIDORS IN POLAND SUPPORT FROM CEF FUND

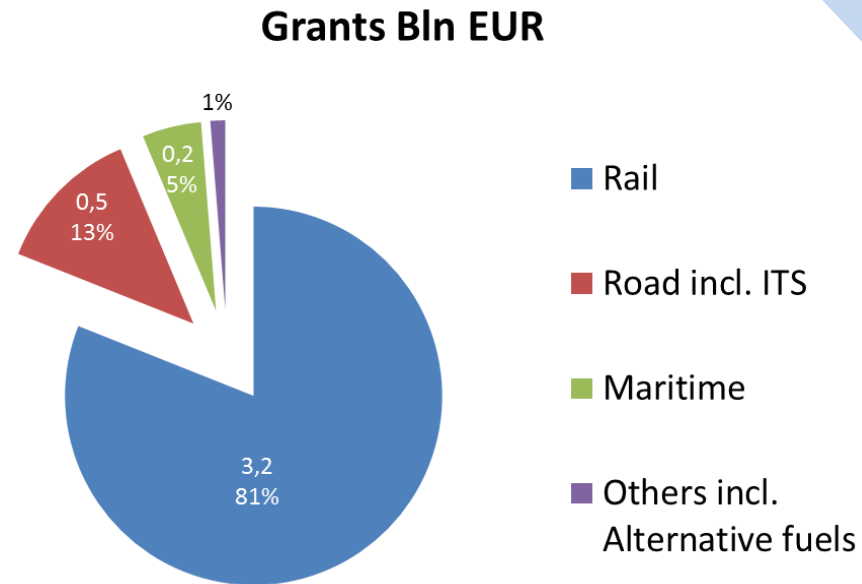
57 proposals received CEF support in 2014-2019 calls.

Total eligible costs of accepted actions reached 5,54 bn EUR with CEF co-financing 3,89 bn EUR.

23 actions are part of Baltic – Adriatic corridor.

7 actions are located on North Sea – Baltic corridor.

27 actions concerns horizontal (inc. ERTMS, alternative fuels) and line investments.



## CEF Regulation 1316/2013 amendment

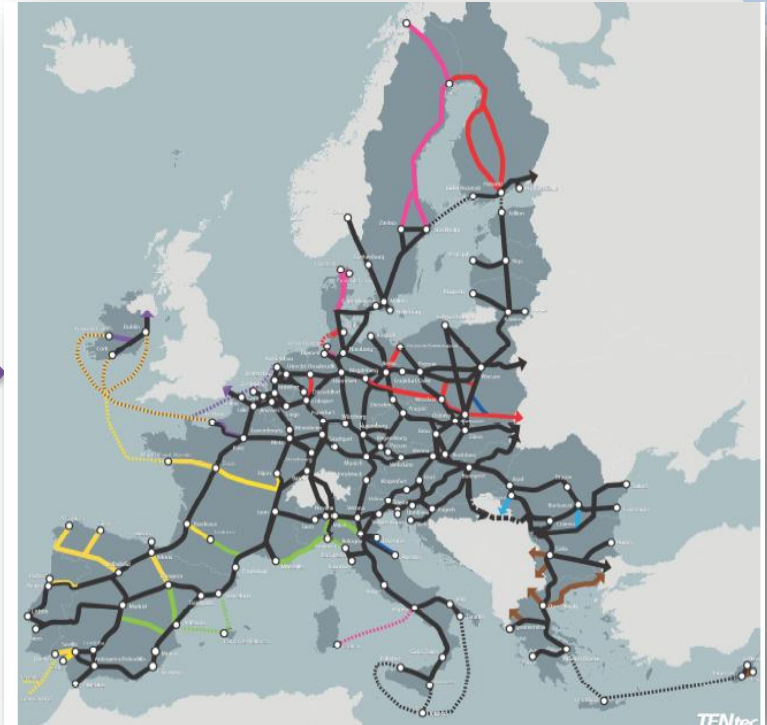
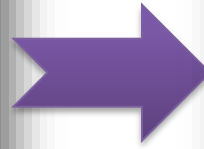
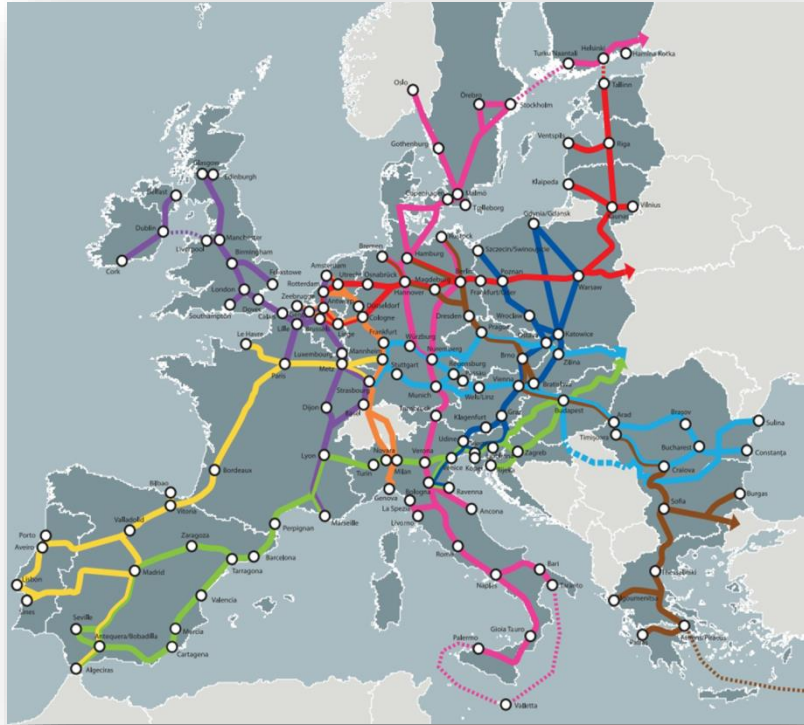
Continuation of works on Regulation of the European Parliament and Council establishing  
Connecting Europe Facility

✓ All polish proposals has been approved and introduced in the Regulation's annex:

- North Sea – Baltic corridor alignment has been updated by, among others, railway connections with planned Solidarity Transport Hub Central Communication Port.
- Indication among pre-identified projects of comprehensive network cross border sections of Via Carpatia and Amber Corridor (RFC 11).



# CEF Regulation 1316/2013 amendment



Proposed changes in the TEN-T core network corridors alignment

## CEF Regulation 1316/2013 amendment

### Baltic – Adriatic CNC

Allignment updated by **Kraków** (section Gdańsk – Warszaw – Katowice/Kraków) and **Bielsko-Biała** (section Katowice – Bielsko-Biała – Žilina – Bratysława – Wiedeń)

### North Sea – Baltic CNC

Alignment updated by **Łódź** (section BY border – Warszawa – Łódź/Poznań – Frankfurt (Oder) – Berlin – Hamburg - Kiel), **section Łódź – Katowice/Wrocław, connection from Germany to UA border via Rzeszów, Katowice i Wrocław** (UA border – Rzeszów – Katowice – Wrocław – Falkenberg – Magdeburg) and connection of **Szczecin and Świnoujście with Berlin** (Szczecin/Świnoujście – Berlin – Magdeburg – Braunschweig – Hannover).

As cross-border section (railway and IWW) a **Szczecin/Świnoujście – Berlin** section has been included.

As missing link a **Warszawa/Idzikowice – Poznań/Wrocław** (including **Central Transport Hub** connection) section has been introduced.

## TEN-T revision

**Sustainable Development of Transport Strategy till 2030**  
adopted by Council of Ministers in October 2019

Indicates main directions for TEN-T revision



With regard to the further development of the TEN-T network and the envisaged revision of this network, its current layout requires changes of infrastructure elements relevant to the development of Poland's transport system



## TEN-T revision

Central Transport Hub as an element of the airport core network, as well as the integration of elements of its railway and road component into the TEN-T network

Plans on Central Transport Hub requires inclusion to the TEN-T network of airport and it's basic rail and road connections

First steps has been already taken – CTH connections currently intcluded in the TEN-T core network has been accepted by EC during CEF revision as missing links of NSB CNC

Durring further preparation for TEN-T revision next proposals in this regard will be prepared in order to reflect changes in PL transport system envisage by CPH concept

Via Carpatia corridor - TEN-T core network throughout its course

Proposal in this respect has been already prepared and signed by 7 MS and 3 non-EU countries on April 2019

## TEN-T revision

selected waterways to the TEN-T network, which will involve, inter alia, the implementation of the measures necessary to achieve the standards of international navigability classes

Detailed proposal in this respect will be decided during TEN-T modifications request preparation.

Ongoing internal discussion concerns i.a. TEN-T requirements and possibility to achieve them during drought seasons.

selected seaports, airports, roads and railways to the TEN-T comprehensive network

Detailed proposal in this respect will be decided during TEN-T modifications request preparation.

## TEN-T revision

Minister of Infrastructure in April 2019 established group for TEN-T modification proposals preparation

### Main tasks:

- Current TEN-T alignment and realisation status analysis
- Preparation of TEN-T modification proposals
- Submission of proposals for Ministry management approval

### Appointed participants:

- Representatives of each transport sector Department in Ministry complemented by Strategy and Legal Departments
- Head of group can invite representatives of: central government, transport infrastructure managers, other relevant experts or institutions.

# Goal of TEN-T modification group appointed in Ministry

**Preparation**, on the basis of analysis and discussion with stakeholders, **polish proposals till December 2019.**



**THANK YOU FOR ATTENTION!**

